



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, February 25, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

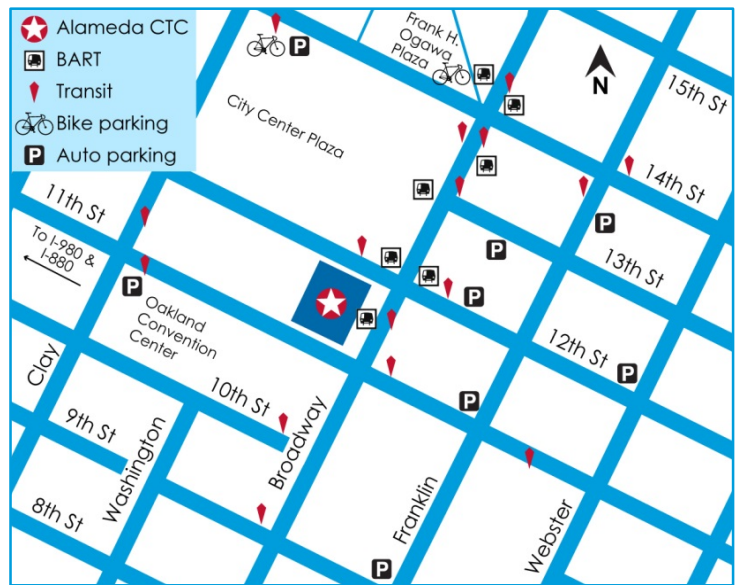
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Commission Meeting Agenda

Thursday, February 25, 2016, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Approval of Consent Calendar

On February 8, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approval of January 28, 2016 meeting minutes: Approval of the January 28, 2016 meeting minutes	1	A
6.2.	I-580 Express Lanes Operation and Maintenance Agreement with Caltrans: Approval of the Operations and Maintenance Agreement with Caltrans for the Support Services Necessary for Express Lane Implementation	7	A
6.3.	Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	41	I
6.4.	Rail Strategy Study: Approval to request obligation of a federal earmark; allocate Measure BB funds for required local match, issue an RFP for consultant services; and authorize Executive Director to enter into and execute all related agreements.	45	A
6.5.	California Transportation Commission January 2016 Meeting Summary	47	I
6.6.	Measure B, Measure BB, and Vehicle Registration Fee Master Programs Funding Agreements and Performance Measures for Direct Local Distributions (DLD): Approval to authorize the Executive Director to Execute Master Program Funding Agreements with DLD Fund recipients.	53	A
6.7.	2016 State Transportation Improvement Program Update	113	I

Page A/I*

I

6.8.	Paratransit Gap Grant Program: Cycle 5 FY 2016-17 Extensions: Approval of a 1 Year Extension to the Cycle 5 Gap Grant Program	127	A
6.9.	Transportation Fund for Clean Air (TFCA) FY 2016-17 Expenditure Plan Application: Approval of Fiscal Year 2016-17 TFCA Expenditure Plan Application	135	A
6.10.	Alameda County Three Year Project Initiation Document (PID) Work Plan: Approval of Three-Year PID Work Plan for Alameda County	153	A
6.11.	Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds:	159	A
	<ol style="list-style-type: none"> 1. Approval to Adopt Resolution No. 16-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance, and 2. Approval to authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2015-16 TSSSDRA funds. 		
6.12.	Route 84 Expressway Widening Project (PN 1210.002, 1210.003) Right of Way Phase Budget Augmentation and Contract Amendment No. 4 to Professional Services Agreement No. A05-0004 with URS Corporation:	169	A
	<ol style="list-style-type: none"> 1. Approval of Right of Way Phase Budget; and 2. Approval of Amendment No. 4 to the Professional Services Agreement No. A05-0004 with URS to Provide Design Services During Construction, Engineering Support for Right of Way Acquisitions, Utility Relocation, Environmental Mitigation and Landscape Design 		
6.13.	I-580 and I-680 Express Lanes (PN 1373.000/1369.000) Contract Amendment and Procurement Actions:	175	A
	<ol style="list-style-type: none"> 1. Approval of Amendment No. 2 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for augmenting scope of services and including additional budget of \$300,000 for a total not-to-exceed budget of \$1,733,934 for System Manager Services in current fiscal year 2015/16 2. Approval to release a Request for Proposals and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for System Manager Services in fiscal year 2016/17 		
6.14.	Approval of Administrative Amendments to Various Project Agreements (A07-011.BKF.Ph2, A99-0003, A12-0050, A12-0024, A08-017.TYLin, A08-017.RM(NS) and A10-0026): Approve and authorize the Executive	185	A

[Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.](#)

6.15.	FY2015-16 Second Quarter Investment Report: Approval of the FY2015-16 Second Quarter Investment Report	193	A
6.16.	FY2015-16 Second Quarter Financial Report: Approval of the FY2015-16 Second Quarter Financial Report	213	A
6.17.	Approval of Alameda CTC Community Advisory Appointments	229	A
7.	Community Advisory Committee Reports (Time limit: 3 minutes per speaker)		
7.1.	Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	235	I
7.2.	Independent Watchdog Committee – Murphy McCalley, Chair	237	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	239	I
8.	Planning, Policy and Legislation Committee Action Items On February 8, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1.	Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions.	249	A
8.2.	Final Countywide Goods Movement Plan: Approval of the Final Countywide Goods Movement Plan and Companion Resolution Concerning Environmental and Health Impacts from Goods Movement System final Countywide Goods Movement Plan.	271	A
9.	Finance and Administration Committee Action Items On February 8, 2016, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.		
9.1.	Amendment to the Alameda CTC Administrative Code in order to create the Goods Movement Planning Committee and Transit Planning Committee as "Standing Committees" of the Commission: Approve an amendment to the Alameda CTC Administrative Code in order to create the Goods Movement Planning Committee and Transit Planning Committee as "Standing Committees" of the Commission	277	A
10.	I-580 Express Lane Policy Committee Action Items On February 8, 2016, I-580 Express Lane Policy Committee approved the following action items, unless otherwise noted in the recommendations.		
10.1.	I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report	299	I

11. Closed Session

11.1. Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Potential exposure to litigation; one potential action. A/I

11.2. Report on Closed Session I

11. Member Reports

12. Adjournment

Next meeting: March 24, 2016

All items on the agenda are subject to action and/or change by the Commission.



Alameda County Transportation Commission Meeting Minutes Thursday, January 28, 2016, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present except Commissioner Miley, Commissioner Chan, Commissioner Carson and Commissioner Kalb.

Subsequent to the roll call:

Commissioners Carson and Commissioner Miley arrived during Item 4.2. Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during Item 4.2. Commissioner Kalb arrived during Item 5.

Commissioner Fujioka was excused during Item 7.2. Commissioners Spencer and Frietas were excused during Item 8.1. Commissioners Maass, Carson, and Atkin were excused during item 9.1.

3. Public Comment

There was one public comment made by: Jason Bezis

4. Election of Chair and Vice Chair

4.1. Election of Commission Chair and Vice Chair: Approve the election of the Commission Chair and Vice Chair and assign Commission standing committee members; and make other local and regional transportation committee assignments to serve during calendar year 2016

Commissioner Haggerty moved to nominate Commissioner Kaplan as Chair of the Alameda County Transportation Commission. Commissioner Capitelli seconded the motion. The motion passed with the following votes:

Yes: Kaplan, Haggerty, Spencer, Haubert, Marchand, Fujioka, Cutter, Harrison, Valle, Maass, Atkin, Freitas, Thorne, Ortiz, Saltzman, Capitelli, Halliday, Dutra-Vernaci

No: None

Abstain: None

Absent: Miley, Carson, Chan, Kalb

Commissioner Kaplan moved to nominate Commissioner Harrison as Vice-Chair of the Alameda County Transportation Commission. Commissioner Capitelli seconded the motion. The motion passed with the following votes:

Yes: Kaplan, Haggerty, Spencer, Haubert, Marchand, Fujioka, Cutter, Harrison, Valle, Maass, Atkin, Freitas, Thorne, Ortiz, Saltzman, Capitelli, Halliday, Dutra-Vernaci
No: None
Abstain: None
Absent: Miley, Carson, Chan, Kalb

4.2. Chair and Vice Chair Report

Chair Kaplan recognized outgoing Chair Scott Haggerty for his leadership and service to the Alameda County Transportation Commission. She also presented him with Resolution 16-001 and a plaque of appreciation on behalf of the Commission.

Commissioner Marchand presented outgoing Chair Haggerty with a proclamation from the City of Livermore and thanked him for his years of transportation advocacy and service specifically in the tri-Valley.

5. Executive Director Report

Art Dao stated his Executive Director report could be found on the Alameda CTC website as well as the in the Commissioners' folders. He congratulated the newly elected Chair and Vice Chair of the Commission and also expressed his appreciation for outgoing Chair Scott Haggerty.

6. Consent Calendar

- 6.1. Approval of December 3, 2015 meeting minutes: Approval of the December 3, 2015 meeting minutes
- 6.2. 2016 Calendar year Meeting Schedule: Approval of the 2016 calendar Year meeting schedule
- 6.3. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report
- 6.4. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.5. 2016 Alameda Countywide Transportation Plan (CTP): Approval of performance measures for the 2016 Countywide Transportation Plan (CTP).
- 6.6. SR-24 Caldecott Tunnel Settlement Projects (PN 716.0): Approval and Authorization to Restate and Execute Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley
- 6.7. Approval of Administrative Amendments to Various Project Agreements (A11-038, A09-006, A10-010, A13-0020)
- 6.8. FY2016-17 Administration Support Services Contracts Plan: Approve the FY2016-17 Administration Support Professional Services Contracts Plan
- 6.9. Alameda CTC Community Advisory Appointments Approval

Commissioner Fujioka requested corrections of several grammatical errors to the Alameda CTC minutes. Art Dao stated that the grammatical errors would be corrected in the agency record.

Commissioner Saltzman asked if the agency planned to reschedule the Oakland Transportation Open House. Tess stated that the event was cancelled due to a potentially threatening phone call and staff is working with local jurisdictions and partner agencies to get feedback on the plan from the northern part of the county.

Commissioner Atkin requested more information the Caldecott Tunnel settlement agreements identified in item 6.6. Art stated that the settlement amounts for the Caldecott Tunnel were negotiated mitigation for the cities impacted by the project. Vivek Bhat stated that there are two exclusive agreements with Berkeley and Oakland, and each has its own individual project list.

Commissioner Spencer pulled item 6.8 from the Consent Calendar for further discussion.

There was a public comment on Item 6.8 made by Jason Bezis.

Commissioner Spencer raised concerns regarding the Wendel Rosen Black and Dean professional services contract and requested that the Commission be provided more information on the appearance of impropriety. Art Dao stated that under the agency's current contracting policy, each professional services contract is kept for five years with an option to extend the contract. Art stated that if this item is approved, the legal services contract will be placed out to bid next fiscal year. Zack Wasserman from Wendel Rosen Black and Dean spoke on behalf of the firm stating that there were no potential conflicts of interests as alleged by Mr. Bezis, and stated that the firm was in compliance with all laws and regulations when representing the Alameda CTC as well as the Yes on BB Campaign. Commissioner Valle, Chair of the Finance and Administration Committee, stated that the committee reviewed item 6.8 in detail and unanimously recommended approval of the item to the full Commission.

Commissioner Haggerty moved to approve Item 6.8. Commissioner Valle seconded the motion. Commissioner Atkin made a substitute motion to approve all contracts listed in Item 6.8 with the exception of the Wendel Rosen Black and Dean contract. Chair Kaplan requested that a roll call vote be conducted for the substitute motion. The substitute motion failed with the following votes:

Yes: *Kaplan, Spencer, Haubert, Atkin*

No: *Haggerty, Miley, Marchand, Fujioka, Cutter, Harrison, Valle, Carson, Maass, Freitas, Thorne, Kalb, Ortiz, Campbell-Washington, Saltzman, Capitelli, Halliday, Dutra-Vernaci*

Abstain: None

Absent: None

Commissioner Dutra-Vernaci then moved to reaffirm the original motion to approve Item 6.8. Commissioner Haggerty seconded the motion. The original motion to approve Item 6.8 passed with the following votes:

Yes: *Kaplan, Haggerty, Miley, Haubert, Marchand, Fujioka, Cutter, Harrison, Valle, Carson, Maass, Atkin, Freitas, Thorne, Kalb, Ortiz, Campbell-Washington, Saltzman, Capitelli, Halliday, Dutra-Vernaci*
No: *Spencer*
Abstain: None
Absent: None

Commissioner Dutra- Vernaci moved to approve the remainder of the Consent Calendar. Commissioner Atkin seconded the motion. Commissioner Ortiz abstained on the vote on item 6.1. The motion passed with the following votes:

Yes: *Kaplan, Haggerty, Miley, Spencer, Haubert, Marchand, Fujioka, Cutter, Harrison, Valle, Carson, Maass, Atkin, Freitas, Thorne, Kalb, Ortiz, Campbell-Washington, Saltzman, Capitelli, Halliday, Dutra-Vernaci*
No: None
Abstain: *Ortiz (Item 6.1)*
Absent: None

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, Chair of BPAC, stated that the committee last met on January 7, 2016. The committee received an update on the Emeryville Christie Ave Bay Trail Gap Project, the Safe Routes to School and Bicycle Safety Programs and the iBike Campaign.

7.2. Independent Watchdog Committee (IWC)

Murphy McCalley, Chair of the IWC, stated that the committee met on January 11, 2016. The committee received an update on Measure B and Measure BB compliance as well as an update on delivery of Measure B and Measure BB projects and programs. He concluded by stating that the committee will be reviewing the IWC issues identification process and form.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee met on January 25, 2016. The committee finalized the recommendation for implementation guidelines and performance measures and had a discussion regarding improvements to the hospital discharge and wheelchair scooter breakdown transportation services programs.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update: Receive an update and approve the final 2016 Alameda CTC Legislative Program.

Tess Lengyel provided an update on state and federal legislative initiatives and recommended that the Commission approve the final draft 2016 legislative program. Tess provided an update on the federal budget and federal transportation issues and covered the governor's budget and legislative activities and policies at the state level.

Commissioner Atkin stated that she would like to see more information on the disable parking plaques issue included in the legislative program. Art stated that staff is watching the issue and will bring any bills back that pertain to handicap parking.

Commissioner Cutter wanted to know if staff could provide letters to each city to send to legislators regarding Fraziers proposals. Tess stated that a letter was sent on behalf of the Commission and staff would provide the letter to the Mayors as a template.

Commissioner Cutter moved to approve this item. Commissioner Marchand seconded that motion. The motion passed with the following votes:

Yes: Kaplan, Haggerty, Miley, Spencer, Haubert, Marchand, Fujioka, Cutter, Harrison, Valle, Carson, Maass, Atkin, Freitas, Thorne, Kalb, Ortiz, Campbell-Washington, Saltzman, Capitelli, Halliday, Dutra-Vernaci
No: None
Abstain: None
Absent: Spencer, Fujioka, Freitas

9. Programs and Projects Committee Action Items

9.1. Measure B, BB and VRF Program and Capital Projects Update

John Nyguen and Richard Carney presented the Measure B, BB and VRF Program and Capital Projects Update. John covered the history of Measure B and provided information on Measure B Distributions, specifically direct local distributions and discretionary grants. John also provided a brief history of the VRF program and distributions, as well as a discussion of the history and distributions for Measure BB. John covered discretionary grants selection and administration process, reviewed the 13 discretionary grants projects in Measure B and reviewed future funding decisions for Measure BB discretionary funds. He concluded by reviewing next steps for Measure B, Measure BB and VRF programs.

Richard Carney reviewed the Alameda CTC Capital Program. He covered capital project allocations to date and active projects by phase. Richard also reviewed development of the Measure BB Capital Program and concluded by stating that a Measure BB Capital Project Delivery Plan was being developed.

This item was for information only.

10. Member Reports

There were no member reports.

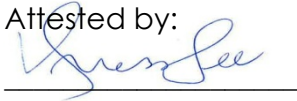
11. Adjournment

The next meeting is:

Date/Time: February 25, 2016 @ 2:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:





Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: I-580 Express Lanes: Operation and Maintenance Agreement with Caltrans

RECOMMENDATION: Approve and Authorize the Executive Director to enter into an Agreement with Caltrans for the operation and maintenance support services necessary for express lane implementation.

Summary

The I-580 Express Lanes Project located in the highly congested I-580 corridor, is scheduled to open in early 2016, and is designed to provide traffic congestion relief and travel reliability by employing emerging technologies, such as real-time congestion pricing and automated toll violation enforcement. The project will implement high occupancy vehicle (HOV)/express Lanes from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, as shown in Attachment A - Project Location Map.

Completion of various agreements, including an Operation and Maintenance Agreement (OMA) with the State of California-Department of Transportation (Caltrans) are necessary for the implementation of the express lanes. Pursuant to Sections 149.5 (d) & (e) of the Streets and Highway Code, Alameda CTC staff negotiated the express lanes' operational and maintenance roles and responsibilities with Caltrans and memorialized them in the draft OMA. Per the agreement, Caltrans will share the operation and maintenance responsibilities as reimbursable services for an annual budget of \$125,000. Caltrans services will include:

- ✓ Agency coordination
- ✓ Operations monitoring, management and communication
- ✓ Incident management support
- ✓ Maintenance of express lane related roadway infrastructures

The Draft OMA, including a Traffic Incident Management Plan (TIMP) is available for additional details and is included as Attachment B to this report.

Staff recommends the Commission approve and authorize the Executive Director to enter into an OMA with Caltrans for reimbursable operations and maintenance services necessary to support express lane implementation. Detailed discussions are provided in subsequent sections.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic transportation investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will include the implementation of an electronic toll system (ETS) that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee.

Tolls will be collected through AET collection method through the use of FasTrak®/FasTrak flex® Toll system which will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement to curtail toll evasions.

Given that Caltrans is already set up for the freeway incident management services through the Traffic Management Center (TMC) operations, in coordination with California Highway Patrol (CHP), Freeway Services Patrol (FSP), and its field maintenance staff, Alameda CTC staff considers Caltrans as the ideal agency to provide the above referenced incident management and maintenance support services that are necessary for the implementation of express lanes. Pursuant to Sections 149.5 (d) & (e) of Streets and Highway Code, the Alameda CTC staff negotiated the operational and maintenance roles and responsibilities and memorialized them in the draft OMA, included as Attachment B. Attachment B also includes a draft TIMP.

As outlined in the draft OMA, Caltrans will share the following operations and maintenance responsibilities as reimbursable services:

- ✓ Agency coordination
- ✓ Operations monitoring, management and communication
- ✓ Incident management support
- ✓ Maintenance of express lane related roadway infrastructures

An annual budget of \$125,000 (\$25,000 for operation and \$100,000 for maintenance support services) will be included in the Alameda CTC's Annual Operation Budget to support the Project's operation phase activities. These expenditures are anticipated to be paid for by future toll revenue.

Staff recommends that the Commission authorize the Executive Director to execute the OMA with Caltrans, substantially in the form attached hereto as Attachment B, required to support express lane implementation on I-580.

Fiscal Impact: Approval of this agreement will encumber future toll revenue funds, in the amount of \$125,000 annually, for subsequent expenditure. Subject to Commission's approval of annual operation budget, the annual operation and maintenance cost of \$125,000 will be paid for by future toll revenue.

Attachments

- A. Project Location Map
- B. Draft OMA

Staff Contact

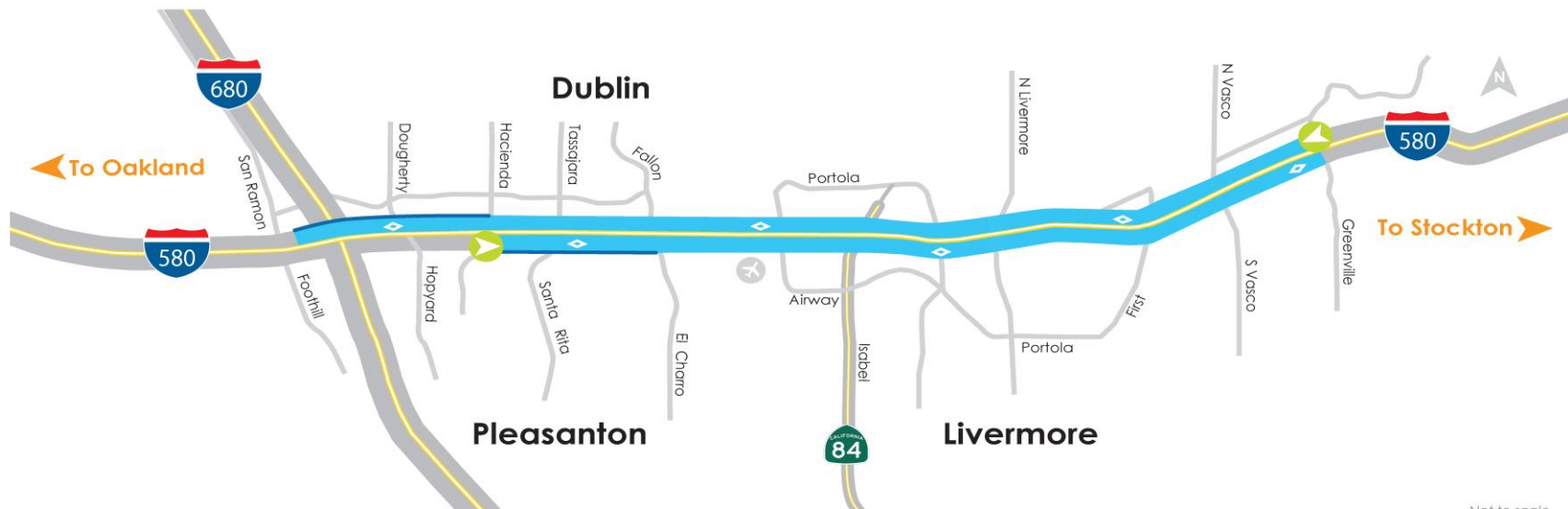
[Kanda Raj](#), Express Lanes Program Manager

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I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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Draft1-12-16

**OPERATIONS AND MAINTENANCE AGREEMENT BETWEEN STATE AND
ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE ROUTE 580
EXPRESS LANES**

THIS AGREEMENT, ENTERED INTO, AND EFFECTIVE ON the _____ day of _____, 20__, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as “STATE,” and the ALAMEDA COUNTY TRANSPORTATION COMMISSION, a California Joint Powers Agency, referred to herein as “ALAMEDA CTC.”

RECITALS

1. STATE and ALAMEDA CTC, pursuant to California Streets and Highways Code sections 114, 130, and 149.5, are authorized to enter into this Operations and Maintenance Agreement.
2. STATE and ALAMEDA CTC and its predecessor, Alameda County Congestion Management Agency (ACCMA), have entered into cooperative agreements stated below for the conversion of high occupancy vehicle (“HOV”) lanes to high occupancy toll (“HOT”) lanes on westbound Route 580 between west of Route 680/580 interchange and east of Greenville Road and on eastbound Route 580 between Hacienda Drive and east of Greenville Road for Route 580 Express Lanes Project hereafter referred to as “EXPRESSLANES.”
3. STATE Cooperative Agreement numbers 04-2243 and 04-2395 were executed by the parties herein to address coordination and Project Approval & Environmental Document, Plans, Specifications & Estimate (PS&E) and Right of Way phases for EXPRESSLANES.
4. Streets and Highways code Section 149.5 authorizes ALAMEDA CTC to conduct, administer, and operate a value-pricing high-occupancy vehicle program involving high-occupancy toll (HOT) lanes in Alameda County where ALAMEDA CTC can direct and authorize the entry and use of the State Highway Route high-occupancy vehicle lanes by single-occupant vehicles and those vehicles that do not meet minimum occupancy requirements, for a fee (EXPRESSLANES PROGRAM).
5. Under EXPRESSLANES PROGRAM, existing or newly constructed HOV lanes were converted and operated as HOT lanes.
6. EXPRESSLANES will utilize FasTrak® transponders for toll collection.
7. EXPRESSLANES will utilize dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM that will consist of an Automatic Vehicle Identification system, Variable Toll Message Sign system (VTMS), and computer systems that process and post transactions to FasTrak® customer accounts.

Draft1-12-16

8. The Department of California Highway Patrol ("CHP") provides enforcement of the existing and planned HOV lanes and will continue to enforce Sections 21655.5 through 21655.9 of the Vehicle Code. CHP and ALAMEDA CTC will enter into a separate agreement for EXPRESSLANES. To augment CHP enforcement, ALAMEDA CTC is currently evaluating alternative enforcement technologies including a Violation Enforcement System ("VES") to pursue violators in accordance with Sections 4770, *et seq.*, and 40250, *et seq.*, of the Vehicle Code.
- 9 Under this Agreement, ALAMEDA CTC and STATE intend to define the terms and conditions under which EXPRESSLANES and ROADWAY are to be operated, maintained, and implemented by ALAMEDA CTC, and the terms and conditions under which the EXPRESSLANES and ROADWAY are to be operated and maintained by STATE. This Agreement shall also provide for reimbursement to STATE by ALAMEDA CTC for the operation and maintenance expense of EXPRESSLANES and ROADWAY

DEFINITIONS

Unless the context otherwise specifies or requires an alternate meaning, for the purposes of this Operations and Maintenance Agreement, the following terms shall have the meaning as set forth in this Section:

ALAMEDA CTC Facilities- Items listed in EXHIBIT A in which the maintenance agency is ALAMEDA CTC.

EXHIBIT A is the list of all elements, devices, equipment, systems, etc., comprising the EXPRESSLANES and ROADWAY infrastructure that ALAMEDA CTC is responsible for maintenance cost. STATE and ALAMEDA CTC will agree upon and execute a new dated and revised EXHIBIT A which will be made a part hereof and will thereafter supersede the attached original EXHIBIT A to thereafter become a part of this Agreement. The new EXHIBIT A can be executed only upon written consent of the STATE and ALAMEDA CTC hereto acting by and through their authorized representatives.

EXPRESSLANES -See Recital 2 hereinabove.

EXPRESSLANES MAINTENANCE shall mean maintenance of ROADWAY and EXPRESSLANES and infrastructure described in EXHIBIT A.

FasTrak® is the physical tool to facilitate the operation of value pricing, which authorizes the entry and use of EXPRESSLANES by single-occupant vehicles or vehicles that do not meet the minimum HOV occupancy requirements in exchange for payment of a toll.

ROADWAY includes EXPRESSLANES pavement, structures and appurtenant facilities, including, but not limited to, signage, concrete and metal guardrails, lighting, fiber optic network infrastructure, loop detectors, wireless sensors, CHP observations areas including raised vehicle pads, and new and existing treatments applied to the top of the roadway, such as, surface overlay, delineators, lane striping, and markings.

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TOLL COLLECTION SYSTEM shall mean the system or systems specifically installed to collect tolls, monitor the flow of traffic and/or communicate with motorists located on EXPRESSLANES, such as, loop detectors added specifically for the TOLL COLLECTION SYSTEM, cameras, toll-related sign panels/structures, DMS, gantries, readers, but excludes the fixed non-toll related signage, such as, traffic signs, delineators, and road markings.

TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP) shall mean the then current plan prepared by ALAMEDA CTC, approved by the ALAMEDA CTC Executive Director, the STATE District Deputy Director of Operations, and the CHP Assistant Chief, to define the coordinated, preplanned use of technology, processes, and procedures to reduce the duration and impact of incidents, and to improve the safety of motorists, crash victims, and incident responders on the EXPRESSLANES. Any changes to the document can be done by authorized representatives of both parties mutually executing an amendment to it or replacing the entire plan formally. No amendment to this Agreement will be required.

VALUE PRICING refers to variable road tolls (higher prices under congested conditions and lower prices at less congested times and locations) intended to reduce peak-period traffic volumes to optimal levels. Tolls can vary based on a fixed schedule, or they can be dynamic, meaning that rates change depending on the level of congestion that exists at a particular time.

SECTION I

ALAMEDA CTC AGREES:

1. To implement the dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM that includes the use of FasTrak® transponders for toll collection.
2. To administer a VALUE PRICING program for EXPRESSLANES at no cost to the STATE, including the operations and maintenance of any devices installed for the purpose of the TOLL COLLECTION SYSTEM.
3. To establish VALUE PRICING program business rules and account policies, including setting the amount of FasTrak® fees.
4. To collect fees from FasTrak® customers in accordance with the business rules and account policies
5. To operate, maintain, any devices installed for ALAMEDA CTC, or its authorized agent(s), exclusively needed for the TOLL COLLECTION SYSTEM.
6. To be fully responsible for the security of all ALAMEDA CTC data collected for the purpose of operating ALAMEDA CTC facilities. To fully defend, indemnify and save harmless STATE and all its officers and employees from all claims or suits arising due to a data or security breach.
7. To be responsible for maintenance and operation of EXPRESSLANES and ROADWAY at ALAMEDA CTC's costs, which it designates STATE to perform as provided herein below.

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8. To designate STATE to provide EXPRESSLANES MAINTENANCE as specified in Exhibit A and operational activities as outlined in the TIMP including TIMP coordination meetings. ALAMEDA CTC shall reimburse STATE for all actual costs related to EXPRESSLANES MAINTENANCE.
9. To be solely responsible, including all costs related thereto operation, maintenance, protection, repair of ALAMEDA CTC Facilities, and any STATE required future relocation of ALAMEDA CTC Facilities and highway maintenance and rehabilitation within the limits of and related to the Route 580 EXPRESSLANES.
 - a. Said work at all times shall be conducted to assure safety and convenience of STATE Highway users.
 - b. Said work and ALAMEDA CTC Facilities shall be subject to random inspection by STATE as to safety conditions affecting STATE's highway facilities, and ALAMEDA CTC shall, upon notice from STATE that an unsafe condition exists, take immediate steps to correct such unsafe conditions.
 - c. If ALAMEDA CTC fails to perform repairs to such unsafe condition after thirty (30) or specified number of days of such notice from STATE, STATE may take necessary corrective action, and ALAMEDA CTC shall be billed and shall pay all costs for such corrective work performed by STATE.
 - d. Such inspection by STATE, if performed at all, does not relieve ALAMEDA CTC of its responsibilities under this Agreement.
10. To deposit with STATE within forty-five (45) days of receipt of invoices for the expenses incurred in conformance with Section II.2 herein.
11. To enter into a separate agreement with the CHP regarding reimbursement for officer hours spent enforcing EXPRESSLANES by CHP as requested by ALAMEDA CTC for the purpose of prohibiting unauthorized use of the high occupancy toll lanes, at no cost to STATE.
12. To enter into a separate agreement with the CHP regarding reimbursement for officer hours spent providing Maintenance Zone Enhanced Enforcement Program (MAZEEP) for EXPRESSLANES MAINTENANCE, at no cost to STATE.
13. To contract directly with Pacific Gas and Electric Company (PG&E) for electrical power of field elements specifically related to the ALAMEDA CTC facilities including, but not limited to service connections, engineering fees, service, and energy costs, at ALAMEDA CTC's sole expense.
14. To apply for the necessary encroachment permit(s) for required work within the STATE highway rights-of-way through its authorized agent(s), and for operation and maintenance of EXPRESSLANES, TOLL COLLECTION SYSTEM or VES work within STATE highway rights-of-way, in accordance with STATE's standard permit procedures, as more specifically defined in Section II.3 of this Agreement. An Encroachment Permit or Encroachment Permit modification (rider) would be required for any changes to the scope of work allowed by this Agreement prior to the start of any work within STATE's right of way.

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15. To remove all of, or designated portions of, ALAMEDA CTC improvements within highway right-of-way at STATE's sole option, should operations of the EXPRESSLANES be terminated by ALAMEDA CTC, and to restore STATE's facility to a standard acceptable to STATE at ALAMEDA CTC's sole expense within six (6) months of such termination.
16. The designated ALAMEDA CTC Point of Contact:

Operations Manager, ALAMEDA CTC
1111 Broadway, Suite 800
Oakland, CA 94607

SECTION II

STATE AGREES:

1. To provide EXPRESSLANES MAINTENANCE for ALAMEDA CTC at ALAMEDA CTC's sole expense, as shown in EXHIBIT A.
2. To submit to ALAMEDA CTC, a signed itemized invoice in arrears with specific details of all costs incurred by STATE for providing EXPRESSLANES MAINTENANCE and operational services in accordance with Section III.6 herein. Each invoice shall be submitted to ALAMEDA CTC for approval and payment mailed to the following address:

Expresslanes Operations Manager
1111 Broadway, Suite 800
Oakland, CA 94607.

If Electronic Fund Transfer (EFT) is available, STATE shall submit by electronic facsimile, a summary listing of EXPRESSLANES MAINTENANCE expenditures for reimbursement to STATE by means of EFT and within ten (10) days after submittal of that EFT, to submit an invoice with specific details and supporting information of all costs incurred during the period of the invoice. If invoice is not paid on time, as specified hereinabove, STATE will offset any future payments due to ALAMEDA CTC for the invoice amount. Upon notice of invoice discrepancy from ALAMEDA CTC, if STATE disputes such claim, STATE shall notify ALAMEDA CTC, within forty-five (45) days after receiving said notice from ALAMEDA CTC. STATE shall credit undisputed claims to ALAMEDA CTC in its current funding request. Upon final resolution of a disputed claim, ALAMEDA CTC shall make the appropriate credit or debit to the EXPRESSLANES MAINTENANCE funding account.

3. To issue, upon proper application by ALAMEDA CTC and/or its authorized agent(s), the necessary Encroachment Permit(s) for required work within the State highway rights-of-way, and for operation and maintenance of EXPRESSLANES. Permits will be issued at no charge to ALAMEDA CTC, or its authorized agent(s), unless an inspection is required, in which case, a fee at standard STATE rates will be charged based on job type, length of work, traffic closure, and so forth.

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4. To provide a qualified STATE representative who shall have the authority to accept or reject work and materials, or to order any actions needed for public safety or the preservation of property, and to assure compliance with all the Encroachment Permit(s) issued to ALAMEDA CTC and/or to ALAMEDA CTC s authorized agent(s).
5. The designated STATE Point of Contact:

STATE Maintenance Manager – East Bay Region
600 Levee Blvd.
San Leandro, CA 94579
(510) 614-2665

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the collection of resources by the California Transportation Commission.
2. All obligations of ALAMEDA CTC under the terms of this Agreement are subject to the approval of the allocations of resources to the EXPRESSLANES in the Annual Budget by the ALAMEDA CTC Commission.
3. ALAMEDA CTC, and/or its designee, shall have the right to conduct interim and final audits, at ALAMEDA CTC expense, including financial and compliance audits, and other audits as ALAMEDA CTC deems appropriate in accordance with Generally Accepted Governmental Audit Standards (“GAGAS”). ALAMEDA CTC shall use reasonable efforts to commence the final audit within ninety (90) days of ALAMEDA CTC’s receipt of the annual invoice and will make every reasonable attempt to conduct such audits in a timely manner. STATE agrees to establish and maintain proper accounting procedures, cash management records and related documents in accordance with State law, STATE’s Budgetary Basis of Accounting, and Generally Accepted Accounting Principles (“GAAP”). STATE shall reimburse ALAMEDA CTC for any reimbursement received by STATE that is not in compliance with the terms and conditions of this Agreement. ALAMEDA CTC shall use applicable Federal Acquisition Regulations (FAR) in determining the reasonableness of costs incurred.
4. All collected data and published reports related to EXPRESSLANES generated by STATE and ALAMEDA CTC, or its authorized agent(s), shall be made available upon request by either party to this Agreement within thirty (30) days. ALAMEDA CTC, or its authorized agent(s), will abide by the EXPRESSLANES Privacy Policy to ensure that account holder personal information will not be disclosed.
 - a. STATE and ALAMEDA CTC receive no warranty regarding provided data, whether express or implied, and all warranties of merchantability and fitness of provided data for any particular purpose are expressly disclaimed.

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- b. STATE and ALAMEDA CTC make no warranty that the data provided will be free of errors, and that the provided data is on an “as is” and “with all faults” basis.
 - c. STATE and ALAMEDA CTC will not license or distribute any shared data to any parties not included in this Agreement, without the written consent of the other party, except for purposes of 511, PeMs and the National Evaluation required by USDOT.
- 5. Cost of EXPRESSLANES MAINTENANCE will be reimbursed at 100% of actual costs. Actual cost includes the cost of labor, equipment and material plus their associated markups.
 - 6. On a fiscal year annual basis, ALAMEDA CTC will provide STATE with EXPRESSLANES revenue and expenditures reports. Standard reports will be developed by ALAMEDA CTC or its authorized agent(s) to measure FasTrak® revenues and expenditures. The reports shall be in a format approved by STATE in conformance with USDOT Reporting Requirements and herein referred to as “EXPRESSLANES Revenue and Expenditure Report.”
 - 7. ALAMEDA CTC will provide STATE a facility performance report on a semi-annual basis. This report should contain performance measures and trend data and analysis to demonstrate that the pricing strategy has been effective in reducing or managing congestion on the entire facility and that the EXPRESSLANES operate at the performance requirements of California (SHC 143, 149) and federal (23 USC166) laws. If the performance is not meeting these goals, ALAMEDA CTC shall include a plan to improve performance in the report.
 - 8. STATE in cooperation with CHP may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for incident management, or emergency response in accordance with established rules, guidelines and criteria, at STATE’s discretion. In such event, STATE shall notify ALAMEDA CTC promptly, or as soon as practicable, of such occurrences in accordance with the approved TIMP. In such event, ALAMEDA CTC shall adjust its VTMS signs upon receipt of the proper notification from STATE to reflect the special operating configuration of the lanes.
 - 9. STATE may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for construction purposes and maintenance purposes in accordance with required STATE rules, guidelines, and criteria. In such event (*e.g.*, roadway sweeping or routine roadway maintenance) not of an incident management or emergency response nature, STATE shall notify ALAMEDA CTC one week in advance of such occurrences. and ALAMEDA CTC shall adjust its VTMS signs to reflect the special operating configuration of EXPRESSLANES. This work should be performed outside the revenue generating hours when possible unless there is an emergency.
 - 10. In the event that there is a dispute between ALAMEDA CTC and STATE regarding STATE’s monthly cost data, the disputing party shall endeavor to notify the other party in writing, and both parties agree to seek to resolve disputes in the following manner:

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- a. The Point of Contact for the disputing party (defined in Sections I and II of this Agreement) shall notify the other party Point of Contact in writing, including a statement of the grounds for the dispute, pertinent dates, and supporting documentation.
 - b. Upon receipt of a written dispute, the receiving party Point of Contact, and other appropriate agency staff, shall review the documentation in a timely manner and reply to the disputing party within thirty (30) days.
 - c. Appeals shall be referred to ALAMEDA CTC's Executive Director and STATE's District Director for District 4. ALAMEDA CTC's Executive Director and the STATE's District Director for District 4 shall make every attempt to respond to the request for reconsideration and reach a resolution within thirty (30) days.
 - d. If an agreement cannot be reached between ALAMEDA CTC's Executive Director and STATE's District Director for District 4, the dispute shall be referred by either party to the STATE's Department of Transportation Director for final resolution after receiving written request to resolve the dispute.
 - e. ALAMEDA CTC and STATE may pursue all available remedies under law or equity including non-binding mediation or non-binding alternative dispute resolution if the above process does not achieve resolution.
11. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement, or effect the legal liability of any party to the Agreement by imposing any standard of care with respect to the maintenance of State highways different from the standard of care imposed by law.
12. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction allocated to ALAMEDA CTC under this Agreement. It is understood and agreed that, ALAMEDA CTC will fully defend, indemnify, and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tort, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under this Agreement.
13. To the extent that it shall not contradict with provisions of Section I.7 of this Agreement, neither ALAMEDA CTC nor its member agencies, nor any officer, nor employee or agent thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction allocated to STATE under this Agreement. It is understood and agreed that, STATE will fully defend, indemnify, and save harmless ALAMEDA CTC and each of its member agencies, and respective officers and employees thereof, from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tort, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement. In the event

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of damage to or destruction of dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM, ALAMEDA CTC shall have responsibility for repair and replacement, of the same and shall have responsibility for repair and replacement of ROADWAY.

14. TERMINATION- This Agreement may be terminated by mutual written consent of the PARTIES, or ALAMEDA CTC's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE

In the event EXPRESSLANES is terminated for any reason, with prior written approval from Federal Highway Administration (FHWA) and STATE, ALAMEDA CTC shall restore ROADWAY to the operating condition that existed prior to the implementation of EXPRESSLANES. The STATE and ALAMEDA CTC agree that any costs incurred to restore the ROADWAY to its original operating condition shall be funded primarily from the revenues generated from EXPRESSLANES, or from the operating budget of EXPRESSLANES. In the event there are insufficient revenues to cover the costs of the restoration of the ROADWAY, the STATE and ALAMEDA CTC agree to work cooperatively to secure funding from other sources.

Upon termination of EXPRESSLANES, dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM, which is the property of the ALAMEDA CTC, shall be removed from the STATE right of way in a six (6)-month timeframe agreed to by both STATE and ALAMEDA CTC, unless otherwise modified by mutual agreement of both STATE and ALAMEDA CTC.

15. Term of Agreement

This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated at any time upon mutual consent of the parties or until terminated by STATE for cause.

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IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

STATE OF CALIFORNIA
Department of Transportation

Malcolm Dougherty
Director

By: _____
ARTHUR L. DAO
Executive Director

By: _____
BIJAN SARTIPI
District Director

Approved as to form:

Approved as to form:

By: _____
Wendel, Rosen, Black & Dean LLP
ALAMEDA CTC Counsel

By: _____
Attorney
Department of Transportation

EXHIBIT A

I-580 WESTBOUND AND EASTBOUND EXPRESS LANES

Loc. No.	Begin Sta	Begin PM	End Sta	End PM	Location	Type of Equipment	Quantity	Units	Responsible Agency	Maintenance Agency	Remarks
1	334+40	18.55	335+48	18.53		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
2	336+90	18.50	337+98	18.48		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
3	339+40	18.45	340+48	18.43		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
4	342+20	18.40	342+68	18.39		CB TYPE 60GE Mod around median lighting	48.0	LF	ALAMEDA CTC	STATE	
5	347+14	18.30	347+74	18.29		CB TYPE 60GE Mod around median lighting	60.0	LF	ALAMEDA CTC	STATE	
6	348+04	18.29	349+17	18.27		CB TYPE 60C at CHP observation area	113.0	LF	ALAMEDA CTC	STATE	
7	349+17	18.27	349+99	18.25		CB TYPE 60GE Mod around median lighting	82.0	LF	ALAMEDA CTC	STATE	
8	349+99	18.25	355+92	18.14		CB TYPE 60C at CHP observation area	592.8	LF	ALAMEDA CTC	STATE	
9	354+77	18.16	356+39	18.13		CB TYPE 60C at CHP observation area	162.2	LF	ALAMEDA CTC	STATE	
10	356+39	18.13	357+91	18.10		CB TYPE 60GE Mod around median tolling gantry	151.6	LF	ALAMEDA CTC	STATE	
11	357+91	18.10	362+13	18.02		CB TYPE 60C at CHP observation area	422.4	LF	ALAMEDA CTC	STATE	
12	383+10	17.62	384+66	17.59		CB TYPE 60GE Mod around median tolling gantries	156.0	LF	ALAMEDA CTC	STATE	
13	389+52	17.50	390+47	17.48		CB TYPE 60R Mod around median OH sign	95.0	LF	ALAMEDA CTC	STATE	
14	411+20	17.09	412+02	17.08		CB TYPE 60R Mod around median OH sign	82.0	LF	ALAMEDA CTC	STATE	
15	413+04	17.06	413+96	17.04		CB TYPE 60GE Mod around median lighting	92.0	LF	ALAMEDA CTC	STATE	
16	415+44	17.01	416+56	16.99		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
17	417+94	16.96	419+06	16.94		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
18	420+46	16.92	421+54	16.90		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
19	422+92	16.87	424+08	16.85		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
20	425+46	16.82	426+54	16.80		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
21	427+94	16.77	429+06	16.75		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
22	432+94	16.68	434+06	16.66		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
23	435+44	16.63	436+56	16.61		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
24	437+94	16.58	439+06	16.56		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
25	440+40	16.54	441+96	16.51		CB TYPE 60GE Mod around median tolling gantries	156.0	LF	ALAMEDA CTC	STATE	
26	442+94	16.49	444+06	16.47		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
27	445+44	16.44	446+56	16.42		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
28	447+94	16.40	449+06	16.37		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
29	450+44	16.35	451+56	16.33		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
30	452+94	16.30	454+06	16.28		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
31	455+44	16.25	456+56	16.23		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
32	457+94	16.21	459+06	16.18		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
33	460+46	16.16	461+54	16.14		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
34	462+96	16.11	464+04	16.09		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
35	465+46	16.06	466+54	16.04		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
36	467+58	16.02	469+22	15.99		CB TYPE 60GE Mod around median tolling gantries	164.0	LF	ALAMEDA CTC	STATE	
37	469+93	15.98	470+67	15.97		CB TYPE 60R Mod around median OH sign	74.0	LF	ALAMEDA CTC	STATE	
38	472+88	15.92	474+12	15.90		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
39	475+18	15.88	476+42	15.86		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
40	477+38	15.84	478+62	15.81		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
41	479+92	15.79	481+08	15.77		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
42	482+38	15.74	483+62	15.72		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
43	484+84	15.70	486+16	15.67		CB TYPE 60GE Mod around median lighting	132.0	LF	ALAMEDA CTC	STATE	
44	487+48	15.65	488+72	15.62		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
45	489+88	15.60	491+12	15.58		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
46	492+38	15.55	493+62	15.53		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
47	494+88	15.51	496+12	15.48		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
48	497+38	15.46	498+62	15.44		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
49	499+88	15.41	501+12	15.39		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
50	502+38	15.36	503+62	15.34		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
51	504+88	15.32	506+12	15.29		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
52	507+42	15.27	508+58	15.25		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
53	509+88	15.22	511+12	15.20		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
54	512+38	15.18	513+62	15.15		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
55	514+99	15.13	516+23	15.10		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
56	517+53	15.08	518+69	15.06		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
57	519+92	15.03	521+08	15.01		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
58	524+38	14.95	525+62	14.92		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
59	526+88	14.90	528+12	14.88		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
60	529+29	14.85	530+93	14.82		CB TYPE 60GE Mod around median tolling gantries	164.0	LF	ALAMEDA CTC	STATE	
61	531+92	14.81	533+08	14.78		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
62	534+38	14.76	535+62	14.73		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
63	536+82	14.71	537+98	14.69		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
64	539+46	14.66	540+54	14.64		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
65	541+95	14.62	543+05	14.59		CB TYPE 60GE Mod around median lighting	110.0	LF	ALAMEDA CTC	STATE	
66	544+46	14.57	545+54	14.55		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
67	546+96	14.52	548+04	14.50		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
68	551+53	14.43	552+47	14.42		CB TYPE 60R Mod around median OH sign	94.0	LF	ALAMEDA CTC	STATE	
69	569+34	14.10	570+90	14.07		CB TYPE 60GE Mod around median tolling gantries	156.0	LF	ALAMEDA CTC	STATE	
70	590+11	13.70	590+39	13.70		CB TYPE 60R Mod around median lighting	28.0	LF	ALAMEDA CTC	STATE	
71	592+13	13.66	593+37	13.64		CB TYPE 60GE Mod around median lighting	124.0	LF	ALAMEDA CTC	STATE	
72	594+58	13.62	596+08	13.59		CB TYPE 60GE Mod around median tolling gantries	150.0	LF	ALAMEDA CTC	STATE	
73	597+25	13.57	598+25	13.55		CB TYPE 60GE Mod around median lighting	100.0	LF	ALAMEDA CTC	STATE	
74	605+11	13.42	605+89	13.40		CB TYPE 60R Mod around median OH sign	78.0	LF	ALAMEDA CTC	STATE	
75	607+27	13.38	608+23	13.36		CB TYPE 60GE Mod around median lighting	96.0	LF	ALAMEDA CTC	STATE	
76	609+77	13.33	610+73	13.31		CB TYPE 60GE Mod around median lighting	96.0	LF	ALAMEDA CTC	STATE	
77	612+15	13.29	613+35	13.26		CB TYPE 60GE Mod around median lighting	120.0	LF	ALAMEDA CTC	STATE	
78	614+67	13.24	615+83	13.22		CB TYPE 60GE Mod around median lighting	116.0	LF	ALAMEDA CTC	STATE	
79	620+72	13.12	621+24	13.11		CB TYPE 60R Mod around median OH sign	52.0	LF	ALAMEDA CTC	STATE	
80	623+19	13.08	623+81	13.06		CB TYPE 60GE Mod around median lighting	62.0	LF	ALAMEDA CTC	STATE	
81	625+77	13.03	626+33	13.02		CB TYPE 60GE Mod around median lighting	56.0	LF	ALAMEDA CTC	STATE	
82	626+90	13.01	628+46	12.98		CB TYPE 60C at CHP observation area	156.0	LF	ALAMEDA CTC	STATE	
83	628+46	12.98	628+81	12.97		Barrier Type 60R Mod at CHP observation area	35.0	LF	ALAMEDA CTC	STATE	
84	628+81	12.97	630+85	12.93		CB TYPE 60C at CHP observation area	203.5	LF	ALAMEDA CTC	STATE	
85	629+70	12.95	631+73	12.91		CB TYPE 60C at CHP observation area	203.5	LF	ALAMEDA CTC	STATE	
86	631+73	12.91	632+14	12.91		Barrier Type 60R Mod at CHP observation area	41.0	LF	ALAMEDA CTC	STATE	
87	632+14	12.91	636+64	12.82		CB TYPE 60C at CHP observation area	450.0	LF	ALAMEDA CTC	STATE	

EXHIBIT A

I-580 WESTBOUND AND EASTBOUND EXPRESS LANES

Loc. No.	Begin Sta	Begin PM	End Sta	End PM	Location	Type of Equipment	Quantity	Units	Responsible Agency	Maintenance Agency	Remarks
88	636+73	12.82	637+33	12.81		CB TYPE 60GE Mod around median lighting	60.0	LF	ALAMEDA CTC	STATE	
89	639+18	12.77	639+82	12.76		CB TYPE 60GE Mod around median lighting	64.0	LF	ALAMEDA CTC	STATE	
90	654+40	12.49	655+36	12.47		CB TYPE 60GE Mod around median tolling gantries	96.0	LF	ALAMEDA CTC	STATE	
91	669+75	12.19	670+25	12.19		CB TYPE 60R Mod around median OH sign	50.0	LF	ALAMEDA CTC	STATE	
92	695+89	11.70	696+43	11.69		CB TYPE 60R Mod around median OH sign	54.0	LF	ALAMEDA CTC	STATE	
93	702+57	11.57	703+19	11.56		CB TYPE 60RMod around median tolling gantries	62.0	LF	ALAMEDA CTC	STATE	
94	711+57	11.40	712+43	11.39		CB TYPE 60R Mod around median OH sign	86.0	LF	ALAMEDA CTC	STATE	
95	735+76	10.94	736+50	10.93		CB TYPE 60R Mod around median tolling gantries	74.0	LF	ALAMEDA CTC	STATE	
96	738+62	10.89	738+88	10.89		CB TYPE 60R Mod around median lighting	26.0	LF	ALAMEDA CTC	STATE	
97	741+10	10.84	741+40	10.84		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
98	743+60	10.80	743+90	10.79		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
99	745+85	10.75	746+15	10.75		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
100	747+21	10.73				Alternative Crash Cushion	1.0	EA	ALAMEDA CTC	STATE	
101	747+21	10.73	748+68	10.70		CB TYPE 60R	147.1	LF	ALAMEDA CTC	STATE	
102	750+65	10.66	750+95	10.66		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
103	752+87	10.62	753+13	10.62		CB TYPE 60R Mod around median lighting	26.0	LF	ALAMEDA CTC	STATE	
104	755+19	10.58	755+81	10.56		CB TYPE 60R Mod around median tolling gantries	62.0	LF	ALAMEDA CTC	STATE	
105	757+95	10.52	758+25	10.52		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
106	760+35	10.48	760+65	10.47		CB TYPE 60R Mod around median lighting	30.0	LF	ALAMEDA CTC	STATE	
107	762+85	10.43	763+17	10.43		CB TYPE 60R Mod around median lighting	32.0	LF	ALAMEDA CTC	STATE	
108	764+57	10.40	765+43	10.38		CB TYPE 60R Mod around median OH sign	86.0	LF	ALAMEDA CTC	STATE	
109	767+20	10.35	767+46	10.34		CB TYPE 60R Mod around median lighting	26.0	LF	ALAMEDA CTC	STATE	
110	769+49	10.31	769+83	10.30		CB TYPE 60R Mod around median lighting	34.0	LF	ALAMEDA CTC	STATE	
111	772+87	10.24	773+13	10.24		CB TYPE 60R Mod around median lighting	26.0	LF	ALAMEDA CTC	STATE	
112	773+89	10.22	774+75	10.21		CB TYPE 60R Mod around median OH sign	86.0	LF	ALAMEDA CTC	STATE	
113	776+46	10.17	777+54	10.15		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
114	779+10	10.12	780+18	10.10		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
115	781+87	10.07	782+77	10.05		CB TYPE 60R Mod around median OH sign	90.0	LF	ALAMEDA CTC	STATE	
116	783+75	10.04	784+79	10.02		CB TYPE 60GE Mod around median lighting	104.0	LF	ALAMEDA CTC	STATE	
117	785+72	10.00	786+68	9.98		CB TYPE 60GE Mod around median lighting	96.0	LF	ALAMEDA CTC	STATE	
118	788+00	9.96	789+63	9.92		CB TYPE 60C at CHP observation area	162.5	LF	ALAMEDA CTC	STATE	
119	789+63	9.92	790+04	9.92		Barrier Type 60R Mod at CHP observation area	41.0	LF	ALAMEDA CTC	STATE	
120	790+04	9.92	792+07	9.88		CB TYPE 60C at CHP observation area	203.5	LF	ALAMEDA CTC	STATE	
121	790+92	9.90	792+96	9.86		CB TYPE 60C at CHP observation area	203.4	LF	ALAMEDA CTC	STATE	
122	792+96	9.86	793+37	9.85		Barrier Type 60R Mod at CHP observation area	41.0	LF	ALAMEDA CTC	STATE	
123	793+37	9.85	797+74	9.77		CB TYPE 60C at CHP observation area	437.4	LF	ALAMEDA CTC	STATE	
124	799+42	9.74	800+38	9.72		CB TYPE 60GE Mod around median lighting	96.0	LF	ALAMEDA CTC	STATE	
125	803+39	9.66	804+51	9.64		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
126	805+89	9.62	807+01	9.59		CB TYPE 60GE Mod around median lighting	112.0	LF	ALAMEDA CTC	STATE	
127	808+11	9.57	809+19	9.55		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
128	810+61	9.53	811+69	9.51		CB TYPE 60GE Mod around median lighting	108.0	LF	ALAMEDA CTC	STATE	
129	813+37	9.47	813+93	9.46		CB TYPE 60GE Mod around median lighting	56.0	LF	ALAMEDA CTC	STATE	
130	815+87	9.43	816+43	9.42		CB TYPE 60GE Mod around median lighting	56.0	LF	ALAMEDA CTC	STATE	
131	818+31	9.38	819+23	9.36		CB TYPE 60GE Mod around median tolling gantries	92.0	LF	ALAMEDA CTC	STATE	
132	851+42	8.75	852+34	8.74		CB TYPE 60GE Mod around median tolling gantries	92.0	LF	ALAMEDA CTC	STATE	
133	854+02	8.70	854+38	8.70		CB TYPE 60GE Mod around median lighting	36.0	LF	ALAMEDA CTC	STATE	
134	855+87	8.67	856+93	8.65		CB TYPE 60GE Mod around median lighting	106.0	LF	ALAMEDA CTC	STATE	
135	273+60	19.70	275+29	19.67	EB Rt Shld	Metal Beam Guard Railing (Type 16A), Alternative In-Line Terminal System, End Anchor Assembly (Type SFT)	112.5	LF	ALAMEDA CTC	STATE	
136	331+64	18.60	333+89	18.56	Median	Metal Beam Guard Railing, Transition Railing (Type WB), End Anchor Assembly (Type SFT)	225.0	LF	ALAMEDA CTC	STATE	
137	332+67	18.58	334+67	18.54	EB Rt Shld	Metal Beam Guard Railing (Type 16A), Alternative In-Line Terminal System	150.0	LF	ALAMEDA CTC	STATE	
138	440+10	16.54	441+31	16.52	EB On-Ramp Rt Shld	Metal Beam Guard Railing (Type 16B), Alternative Flared Terminal System	125.0	LF	ALAMEDA CTC	STATE	
139	593+89	13.63	595+02	13.61	WB Rt Shld	Metal Beam Guard Railing (Type 16B), Alternative Flared Terminal System, Transition Railing (Type WB)	25.0	LF	ALAMEDA CTC	STATE	
140	617+17	13.19	617+42	13.19	WB Rt Shld	Metal Beam Guard Railing Type 12DD), End Anchor Assembly (Type SFT)	25.0	LF	ALAMEDA CTC	STATE	
141	817+20	9.40	819+70	9.35	EB Rt Shld	Metal Beam Guard Railing (Type 16A), Alternative In-Line Terminal System	187.5	LF	ALAMEDA CTC	STATE	
142	858+58	8.62	858+97	8.61	Median	Metal Beam Guard Railing (Type 11B), Alternative Flared Terminal System, End Anchor Assembly (Type SFT)	37.5	LF	ALAMEDA CTC	STATE	
143	859+40	8.60	860+34	8.58	WB On-Ramp Rt Shld	Metal Beam Guard Railing (Type 16B), Alternative Flared Teminal System, End Anchor (Type SFT)	50.0	LF	ALAMEDA CTC	STATE	
144	867+37	8.45	869+60	8.41	WB Lt Shld	Metal Beam Guard Railing (Type 16A), Alternative In-Line Terminal System, End Anchor Assembly (Type SFT)	162.5	LF	ALAMEDA CTC	STATE	018541
145	334+94	18.54			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	018421
146	337+44	18.49			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018401, 018411
147	339+94	18.44			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018321, 018331
148	342+44	18.39			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018301, 018311
149	344+68	18.35			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018221, 018231
150	347+44	18.30			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018201, 018211
151	349+62	18.26			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	018101, 018111
152	413+50	17.05			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	017024,017034
153	416+00	17.00			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	017004,017014
154	418+50	16.95			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016924,016934
155	421+00	16.91			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016904,016914
156	423+50	16.86			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016824,016834
157	426+00	16.81			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016804,016814
158	428+50	16.76			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016704,016714
159	433+50	16.67			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016622,016632
160	436+00	16.62			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016602,016612
161	438+50	16.57			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016502,016512
162	443+50	16.48			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016422,016432
163	446+00	16.43			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016402,016412
164	448+50	16.38			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016322,016332
165	451+00	16.34			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016302,016312

EXHIBIT A

I-580 WESTBOUND AND EASTBOUND EXPRESS LANES

Loc. No.	Begin Sta	Begin PM	End Sta	End PM	Location	Type of Equipment	Quantity	Units	Responsible Agency	Maintenance Agency	Remarks
166	453+50	16.29			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016222,016232
167	456+00	16.24			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016202,016212
168	458+50	16.20			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016102,016112
169	461+00	16.15			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016101,016111
170	463+50	16.10			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016021,016031
171	466+00	16.05			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	016001,016011
172	473+50	15.91			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015901, 015911
173	475+80	15.87			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015821, 015831
174	478+00	15.83			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015801, 015811
175	480+50	15.78			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015801, 015811
176	483+00	15.73			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015701, 015711
177	485+50	15.68			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015621, 015631
178	488+10	15.63			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015601, 015611
179	490+50	15.59			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015502, 015512
180	493+00	15.54			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015422, 015432
181	495+50	15.49			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015402, 015412
182	498+00	15.45			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	015332
183	500+50	15.40			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	015312
184	503+00	15.35			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015222, 015232
185	505+50	15.31			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015202, 015212
186	508+00	15.26			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015142, 015152
187	510+50	15.21			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015122, 015132
188	513+00	15.16			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	015112
189	515+61	15.11			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	015033
190	518+11	15.07			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	015003, 015013
191	520+50	15.02			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014923, 014933
192	525+00	14.94			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014903, 014913
193	527+50	14.89			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014803, 014813
194	532+50	14.79			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014703, 014713
195	535+00	14.75			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014623, 014623
196	537+40	14.70			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014603, 014613
197	540+00	14.65			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014523, 014533
198	542+50	14.60			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014503, 014513
199	545+00	14.56			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014423, 014433
200	547+50	14.51			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	014403, 014413
201	590+25	13.70			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013703, 013713
202	592+75	13.65			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013603, 013613
203	597+75	13.56			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013503, 013513
204	607+75	13.37			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013403, 013413
205	610+25	13.32			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013323, 013333
206	612+75	13.27			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013303, 013313
207	615+25	13.23			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013203, 013213
208	623+50	13.07			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013021, 013031
209	626+05	13.02			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	013001, 013011
210	637+03	12.81			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	012801, 012811
211	639+50	12.77			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	012701
212	738+75	10.89			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010823, 010833
213	741+25	10.84			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010803, 010813
214	743+75	10.79			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010723, 010733
215	746+00	10.75			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010703, 010713
216	750+80	10.66			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010602, 010612
217	753+00	10.62			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010502, 010512
218	758+10	10.52			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010422, 010432
219	760+50	10.48			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010402, 010412
220	763+00	10.43			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010322, 010332
221	767+33	10.35			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010302, 010312
222	769+66	10.30			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010222, 010232
223	773+00	10.24			Median	Median Light Pole with LED luminaire	1	EA	ALAMEDA CTC	STATE	010202
224	777+00	10.16			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010121, 010131
225	779+64	10.11			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010101, 010111
226	784+27	10.03			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	010001, 010011
227	786+20	9.99			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009901, 009911
228	799+90	9.73			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009701, 009711
229	803+95	9.65			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009622, 009632
230	806+45	9.61			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009602, 009612
231	808+65	9.56			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009502, 009512
232	811+15	9.52			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009422, 009432
233	813+65	9.47			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009402, 009412
234	816+15	9.42			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	009302, 009312
235	854+20	8.70			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008801
236	856+40	8.66			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008701
237	860+84	8.58			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008601
238	863+06	8.53			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008521
239	865+28	8.49			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008501
240	870+00	8.40			Median	Median Light Pole with LED luminaires	1	EA	ALAMEDA CTC	STATE	008401
241	331+97	18.59	870+00	8.40		Pull Box	500	EA	ALAMEDA CTC	STATE	
242	223+80	20.64	867+50	8.45		Conduit	16200	LF	ALAMEDA CTC	ALAMEDA CTC	
243	223+80	20.64	867+50	8.45	Median	Fiber Trunk Line	12.19	Mi.	ALAMEDA CTC	ALAMEDA CTC & STATE	
244	265+00	19.86			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
245	266+75	19.83			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
246	275+00	19.67			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
248	319+70	18.82			WB	Toll site on Hacienda OC FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	Bridge
249	319+70	18.82			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
250	320+00	18.82			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
251	320+25	18.81			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
252	332+20	18.59			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
253	332+20	18.59			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	

EXHIBIT A

I-580 WESTBOUND AND EASTBOUND EXPRESS LANES

Loc. No.	Begin Sta	Begin PM	End Sta	End PM	Location	Type of Equipment	Quantity	Units	Responsible Agency	Maintenance Agency	Remarks
254	334+00	18.55			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
255	357+44	18.11			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
256	359+40	18.07			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
257	366+50	17.94			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
258	375+80	17.76			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
259	383+76	17.61			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
260	384+00	17.61			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
261	384+00	17.61			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
262	390+00	17.49			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
263	427+00	16.79			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
264	441+00	16.53			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
265	441+06	16.53			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
266	441+30	16.52			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
267	443+60	16.48			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
268	468+28	16.01			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
269	468+50	16.01			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
270	468+52	16.01			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
271	470+30	15.97			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
272	474+70	15.89			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
273	529+50	14.85			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
274	529+50	14.85			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
275	530+00	14.84			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
276	530+24	14.84			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
277	552+00	14.42			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
278	567+50	14.13			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
279	570+00	14.08			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
280	570+24	14.08			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
281	571+60	14.05			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
282	594+05	13.63			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
283	595+21	13.61			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
284	595+45	13.60			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
285	605+10	13.42			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
286	605+50	13.41			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
287	620+98	13.12			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
288	621+70	13.10			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
289	628+63	12.97			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
290	631+91	12.91			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
291	649+60	12.58			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
292	652+80	12.52			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
293	654+76	12.48			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
294	655+00	12.47			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
295	702+76	11.57			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
296	703+00	11.56			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
297	704+15	11.54			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
298	704+15	11.54			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
299	620+98	13.12			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
300	712+00	11.39			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
301	736+01	10.94			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
302	736+25	10.94			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
303	743+50	10.80			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
304	746+00	10.75			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
305	752+60	10.63			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
306	755+38	10.57			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
307	755+62	10.57			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
308	782+32	10.06			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
309	788+10	9.95			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
310	789+85	9.92			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
311	793+13	9.86			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
312	804+19	9.65			WB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
313	818+65	9.37			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
314	818+65	9.37			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
315	818+89	9.37			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
316	818+95	9.37			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
317	851+76	8.75			EB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
318	852+00	8.74			WB	Toll Gantry with Overhead Lighting	1	EA	ALAMEDA CTC	ALAMEDA CTC	
319	852+00	8.74			EB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
320	858+80	8.61			EB	Service Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
321	859+65	8.60			WB	Controller Cabinet	1	EA	ALAMEDA CTC	ALAMEDA CTC	
322	867+47	8.45			Median	Controller Cabinet and UPS	1	EA	ALAMEDA CTC	ALAMEDA CTC	DMS Post Mounted
323	263+88	19.88			Bridge EB	Overhead Static Sign mounted on Hopyard Rd OC FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS1A-1
324	264+08	19.88			Bridge EB	Dynamic Messaging Sign with LED panel and overhead light mounted on Hopyard Rd OC FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS1A-2
325	318+70	18.84			Bridge EB	Overhead Static Sign and overhead light mounted on Hacienda Dr OC FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS1C-1
326	319+70	18.82			Bridge WB	Dynamic Messaging Sign with LED panel and overhead light mounted on Hacienda Dr OC FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS12A-1
327	319+70	18.82			Bridge WB	Overhead Static Sign mounted on Hacienda Dr OC FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS12A-2
328	390+00	17.49			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FEBT and FWBT	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS18A-1, OS18A-2
329	411+61	17.08			Median	Overhead Static Signs and overhead light on Sign Structure in Median FEBT and FWBT	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS20A-1, OS20A-2
330	470+30	15.97			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FEBT and FWBT	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS25A-1, OS25A-2
331	552+00	14.42			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FEBT and FWBT	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS2A-1, OS2A-2
332	605+50	13.41			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS6-1

EXHIBIT A

I-580 WESTBOUND AND EASTBOUND EXPRESS LANES

Loc. No.	Begin Sta	Begin PM	End Sta	End PM	Location	Type of Equipment	Quantity	Units	Responsible Agency	Maintenance Agency	Remarks
333	620+98	13.12			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS7A-1
334	670+00	12.19			Median	Overhead Static Signs FWBT and Dynamic Message Signs with LED panels FEBT and overhead light on Sign Structure in Median	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS11-1, OS11-2
335	696+16	11.69			Median	Overhead Static Signs and overhead light on Sign Structure in Median FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS13A-1
336	712+00	11.39			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS14-1
337	765+00	10.39			Median	Overhead Static Signs and overhead light on Sign Structure in Median FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS18A-1
338	774+32	10.21			Median	Overhead Static Signs and overhead light on Sign Structure in Median FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS19A-1
339	782+32	10.06			Median	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FEBT and FWBT	2	EA	ALAMEDA CTC	ALAMEDA CTC	OS19A-2, OS19A-3
340	858+62	8.62			WB Lt Shld	Overhead Static Sign and overhead light on Sign Structure in Median FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS26A-1
341	867+47	8.45			WB Lt Shld	Dynamic Message Signs with LED panels and overhead light on Sign Structure in Median FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	OS26A-2
342	275+08	19.67			EB Rt Shld	Dynamic Message Signs with LED panels on 2-wood post FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	S1B-1E
343	316+80	18.88			EB Ramp Rt Shld	Static Sign on 2-wood post at Hacienda Dr EB loop on-ramp	1	EA	ALAMEDA CTC	ALAMEDA CTC	S1C-1E
344	859+82	8.59			WB Rt Shld	Dynamic Message Signs with LED panels on 2-wood post FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	S26A-2W
345	900+50	7.82			WB Lt Shld	Static Signs on 2-wood post in median FWBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	S27-1W
346	227+00	20.58	264+00	19.88		Barrier Mounted Signs in median	2	EA	ALAMEDA CTC	ALAMEDA CTC	
347	265+00	19.86	319+00	18.84		Barrier Mounted Signs in median	6	EA	ALAMEDA CTC	ALAMEDA CTC	
348	319+00	18.84	365+00	17.97		Barrier Mounted signs, Signs on light poles and toll gantry in median	12	EA	ALAMEDA CTC	ALAMEDA CTC	
349	365+00	17.97	431+00	16.72		Barrier Mounted signs, Signs on light poles, toll gantry, and sign structure in median	15	EA	ALAMEDA CTC	ALAMEDA CTC	
350	431+00	16.72	522+00	14.99		Barrier Mounted signs, Signs on light poles and sign structure in median	18	EA	ALAMEDA CTC	ALAMEDA CTC	
351	522+00	14.99	568+00	14.12		Barrier Mounted signs, Signs on light poles and sign structure in median	9	EA	ALAMEDA CTC	ALAMEDA CTC	
352	568+00	14.12	617+00	13.19		Barrier Mounted signs, Signs on light poles and sign structure in median	6	EA	ALAMEDA CTC	ALAMEDA CTC	
353	617+00	13.19	650+50	12.56		Barrier Mounted signs, Signs on light poles and sign structure in median	8	EA	ALAMEDA CTC	ALAMEDA CTC	
354	650+50	12.56	704+00	11.55		Barrier Mounted signs and signs on sign structure in median	9	EA	ALAMEDA CTC	ALAMEDA CTC	
355	704+00	11.55	748+50	10.70		Barrier Mounted signs and signs on sign structure in median	8	EA	ALAMEDA CTC	ALAMEDA CTC	
356	748+50	10.70	801+50	9.70		Barrier Mounted signs, Signs on light poles, toll gantry, and sign structure in median	11	EA	ALAMEDA CTC	ALAMEDA CTC	
357	792+00	9.88				Roadside sign on 1-wood post FEBT	1	EA	ALAMEDA CTC	ALAMEDA CTC	
358	801+50	9.70	875+50	8.30		Barrier Mounted signs, Signs on light poles, toll gantry, and sign structure in median	11	EA	ALAMEDA CTC	ALAMEDA CTC	
359	227+13	20.58	857+55	8.64		Pavement	29	L.Mile	ALAMEDA CTC	STATE	
360	227+13	20.58	857+55	8.64		Pavement Markers-Striping	29	L.Mile	ALAMEDA CTC	STATE	
361	602+30	13.47				Drainage inlet	1	EA	ALAMEDA CTC	STATE	System No. 101
362	611+27	13.30	615+50	13.22		Drainage inlets	2	EA	ALAMEDA CTC	STATE	System No. 102
363	648+00	12.61				Drainage inlet	1	EA	ALAMEDA CTC	STATE	System No. 103
364	738+09	10.90	742+00	10.83		Drainage inlets	2	EA	ALAMEDA CTC	STATE	System No. 105
365	744+00	10.79	748+00	10.71		Drainage inlets	6	EA	ALAMEDA CTC	STATE	System No. 106
366	749+00	10.69				Drainage inlet	1	EA	ALAMEDA CTC	STATE	System No. 107
367	760+14	10.48	762+00	10.45		Drainage inlets	3	EA	ALAMEDA CTC	STATE	System No. 109

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Draft

I-580 Express Lanes Traffic Incident Management Plan

Approved by:

Alameda CTC Executive Director

Date

Caltrans District 4
Deputy Director of Operations

Date

1 Introduction to Plan

1.1 Operation and Maintenance Agreement

The Operation and Maintenance Agreement (OMA) between the Alameda County Transportation Commission (Alameda CTC) and the California Department of Transportation (Caltrans) calls for this Traffic Incident Management Plan (TIMP) to guide the management of incidents within and/or involving the I-580 Express Lanes (Express Lanes).

1.2 Traffic Incident Management Plan

The TIMP defines the roles and responsibilities, sets forth guidelines for use of the Express Lanes, and defines communication channels involved in managing traffic incidents.

This TIMP does not supersede the requirements of the OMA, nor does this TIMP establish requirements of the California Highway Patrol (CHP) in the active management of incidents on I-580. It is intended to define how the Express Lanes can be operated given the varying situations presented by traffic incidents on the freeway.

2 Assumptions and Key Definitions

2.1 Assumptions

This plan assumes that the current process in place for the management of incidents by the CHP and Caltrans will continue per the CHP-Caltrans Joint Operational Policy Statement.

2.2 Frequently Used Acronyms

TIMP – Traffic Incident Management Plan	TMC – Transportation Management Center
CHP – California Highway Patrol	FSP – Freeway Service Patrol
ETS – Electronic Toll System	DMS – Dynamic Message Sign
CAD – Computer Aided Dispatch	HOV – High Occupancy Vehicle

2.3 Definitions

2.3.1 Types of Incidents

Various factors such as type, location, timing, and duration of incidents are significant to the operation of the Express Lanes. The impacted lanes and the position within the corridor are addressed later in this document.

2.3.1.1 *Non collision*

This includes debris or a stalled vehicle within the Express Lanes and/or general purpose lanes or median that adversely impacts the traffic within the Express Lanes.

2.3.1.2 *Property damage only accident*

This is an accident involving one or more vehicles that can often be moved to the shoulder or median for documentation, typically closing one or two lanes for approximately 30 minutes or less.

2.3.1.3 *Injury accident*

This is an accident in which an individual is injured and typically requires emergency vehicle response above and beyond a single CHP officer, typically closing one or two lanes for approximately 30 minutes or more.

2.3.1.4 *Major incident*

This type of incident may be an overturned big rig, a spill or some other major incident that requires the closure of most if not all of the freeway lanes, typically closing one or two lanes, for 30 minutes or more, and resulting in significant delays elsewhere on the transportation network.

2.3.2 Express Lane Modes

The following summarizes the operations of Express Lane modes.

2.3.2.1 *Tolling*

The Express Lanes hours of operation are from 5 a.m. to 8 p.m. Monday through Friday. During these hours, the Express Lane mode will be the Tolling Mode and applicable toll rate(s) will be displayed on the Dynamic Message Sign (DMS) panels approximately ¼-mile before each of the toll zones.

DMS displays: Two rates will be displayed in two lines. The top line will display the toll rate to next zone while the bottom line would display a rate to a major destination, which is the end of the facility on this I-580 Express Lanes facility.

2.3.2.2 HOV Only

As the volume of traffic within the Express Lanes increases and the average speed drops during tolling operations, the Electronic Toll System (ETS) will increase the toll to discourage toll payers from entering the facility. If the average speed in the Express Lanes drops below 45 mph, the ETS will change from the Tolling Mode to the HOV Only Mode in an attempt to maintain a sufficient level of service for the HOV vehicles.

DMS displays: "HOV ONLY"

2.3.2.3 Open to All

In the non-operating hours of 8 p.m. to 5 a.m. weekdays and on the weekends, the Express Lanes will be in the Open to All Mode, permitting all vehicles to use the lane. This mode may also be required in certain incidents, as determined by CHP and Caltrans TMC, in order to assist with clearing traffic around an incident.

DMS displays: "OPEN TO ALL"

2.3.2.4 Closed to All

When maintenance work is being performed during off-peak hours or when an Express Lane is blocked by an incident, the DMS panels will display "Lane Closed" to supplement provisions put in place by Caltrans and CHP (e.g. signs, cones, field equipment).

DMS displays: "LANE CLOSED"

3 Intended Audience for Plan

This plan is written for the Caltrans, CHP and Alameda CTC staffs who are actively engaged in managing incidents and the Express Lanes.

4 Roles and Responsibilities

4.1 Incident Management Planning

Proper procedures for management of the Express Lanes during incidents will be decided upon collaboration between the Alameda CTC Operations and Maintenance Manager, the Caltrans District Traffic Manager (DTM), and the CHP TMC Lieutenant or designee. This TIMP is for documenting these agreed upon procedures. The CHP Incident Commander in conjunction with the DTM or designee will have the final say in all matters regarding safe operation of the combined I-580 facility, including the Express Lanes. The Alameda CTC Operations and Maintenance Manager, the Caltrans DTM and the CHP TMC Lieutenant will meet and confer on a regularly scheduled basis, initially once a month.

4.2 Executive Steering Committee

The Executive Steering Committee (ESC) will consist of the Alameda CTC Executive Director, the Caltrans Deputy District Director of Operations, and the CHP Golden Gate Division Assistant Chief. The ESC will review the handling of incidents when needed. The ESC will approve and/or modify any adjustments to incident management procedures as recommended by the Alameda CTC Operations and Maintenance Manager, the Caltrans DTM, and the CHP TMC Lieutenant. When needed, the ESC will also resolve any potential conflicts. The ESC will also agree on the annual budget to cover Express Lane-related TMC expenses.

4.3 Alameda CTC

4.3.1 Alameda CTC Executive Director or Designee

Alameda CTC is a joint powers agency which works to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County. The As authorized under Streets and Highway Code Section 149.5, Alameda CTC is the administering agency of the Express Lanes within the State's Right of Way consistent with the terms and conditions provided in the OMA and follow-on encroachment permits.

In the context of I-580, the Alameda CTC Executive Director or designee is the individual in charge of operations for the Alameda CTC. The Alameda CTC Executive Director or designee has all responsibility for the Express Lanes operations and customer service.

Since the operation of the Express Lanes may be impacted by incidents or be used to assist with the clearing of congestion in the event of an incident, the Alameda CTC Executive Director or designee is one of the key players in the management of incidents.

The Alameda CTC Executive Director will designate a staff to represent him/her. Currently, the Alameda CTC Operations and Maintenance Manager is the designee. The Alameda CTC Operations and Maintenance Manager will authorize a change in the Express Lane mode upon communication from the TMC.

The Alameda CTC Operations and Maintenance Manager will change the Toll Mode, as required. The task may be delegated to a designee of Alameda CTC.

4.4 Caltrans

Caltrans' role in incident management involves both the TMC and Caltrans Maintenance as determined necessary in conjunction with the CHP.

4.4.1 TMC

The TMC dispatches Caltrans Maintenance to assist CHP in managing traffic and/or to help with the cleanup of incidents. Additionally, Caltrans TMC will contact the Alameda CTC Operations and Maintenance Manager or designee to change the Express Lane mode as requested by the CHP Incident Commander. In the event that an Express Lane mode change is required, the TMC will make contact with the Alameda CTC Operations and Maintenance Manager or an agency representative as defined in Section 6.3.

4.4.2 Maintenance

Caltrans Maintenance will assist with clearing incidents and with closing the Express Lanes should that be required. The TMC will dispatch the Caltrans Maintenance to the scene. The CHP Incident Commander and Caltrans Maintenance supervisor on scene will direct Caltrans maintenance forces.

4.5 California Highway Patrol (CHP)

4.5.1 CHP TMC Lieutenant and staff

The CHP Lieutenant assigned to manage the CHP's TMC staff is responsible for the CHP procedures for incident communication between the CHP Dispatch and the TMC as well as the interface with the Express Lanes.

4.5.2 Computer Aided Dispatch (CAD)

The CAD is a computerized listing of communication and dispatch system that help manage all incidents within California. Maintained by CHP, the CAD provides real-time information concerning an incident.

4.5.2.1 Media CAD

The media CAD is a specialized package of the primary CAD, with elements eliminated for safety and/or privacy considerations. The media CAD is utilized extensively by transportation information organizations, including 511 and area TV / radio stations.

4.5.2.2 Public CAD

The public CAD is a subset of the media CAD, and distributed at <http://cad.chp.ca.gov/>

4.5.3 CHP Dispatch

The dispatch role, currently housed at the CHP's Golden Gate Division Office in Vallejo, initiates the incident records in the CAD and dispatches appropriate personnel. CHP officers communicate directly with CHP Dispatch, who then updates the records in the CAD accordingly.

4.5.4 CHP Officer/Incident Commander

The dispatched CHP officer will have primary responsibility for investigating, assessing, and clearing the incident in the field. Although other CHP personnel may be present on scene, the CHP Incident Commander refers solely to the CHP Officer in charge of the incident response.

4.5.5 CHP Area Office

The CHP Dublin Area Office has jurisdiction of the I-580 Express Lanes. Officers will be dispatched according to CHP protocol.

5 Express Lane Description

Pursuant to California Streets and Highways Code 149.5, the Alameda CTC is authorized to conduct, administer and operate a value pricing high occupancy vehicle Express Lanes program in the I-580 Corridor. The Express Lane consists of an Electronic Toll System (ETS) for a High Occupancy Toll (HOT) Lane along I-580, from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction.

6 Managing Incidents

6.1 Assessment of Incident/ Early Identification

The focal point for initial awareness of an emergency incident or situation is likely to be CHP Dispatch, which is staffed 24/7 and fields calls from CHP officers and citizens via the 911 emergency system. In many situations, notification of an incident may be made by motorists or other 3rd parties prior to detection of the incident at the TMC. However, incidents can also be reported and addressed by the Freeway Service Patrol (FSP), CHP and/or Caltrans Maintenance.

Depending on the nature of the incident, FSP, Caltrans Maintenance and/or CHP and other emergency services are dispatched. CHP provides traffic control as needed, based on the determination of the CHP Officer controlling the scene.

CHP Dispatch will create a new entry in the CAD that reflects the description as provided. The Alameda CTC Operations and Maintenance Manager can be alerted by active monitoring / filtering of the Media CAD to the incident in the Express Lanes.

6.1.1 Motoring Public

Incidents identified by a motorist call-in are received via 911 at CHP Dispatch.

6.1.2 Freeway Service Patrol

The I-580 Corridor is covered by the Freeway Service Patrol (FSP) with FSP vehicles patrolling during the morning and afternoon peak periods. Vehicles on patrol typically include a pickup truck, a flatbed hauler and a tow vehicle.

6.1.3 Cameras

There will be Caltrans and Alameda CTC cameras located throughout the corridor. These cameras will be monitored in the event of an incident by the Caltrans TMC and Express Lanes Operations staff. The Express Lanes Operations staff will have control over the Alameda CTC cameras while Caltrans TMC staff will continue to have control over Caltrans cameras.

6.1.4 CHP

The Alameda CTC will contract with the CHP to provide additional officers for enforcement of the Express Lanes. During the peak period, additional officers, consistent with the agreed upon CHP/ Alameda CTC enforcement strategies will be on enforcement duty in the corridor, supplementing the current CHP presence in the corridor. These officers will be available for identification and clearance of incidents.

6.2 Categorization and Express Lane Mode

CHP Dispatch will categorize the incident within the CAD record and dispatch a CHP Officer or FSP as per standard procedure. If there is no discernible effect on traffic flow nor need for CHP presence at the site, FSP may clear the incident in accordance with its program's Standard Operating Procedure. The responding CHP Officer will investigate, assess, and begin the process of clearance. If Caltrans Maintenance is required to assist CHP in the removal of the incident, the CHP Officer will inform the CHP Dispatch of the request, who in turn cues the CAD to Caltrans TMC for response. Upon reviewing the item, Caltrans TMC will send Caltrans Maintenance to assist. The Alameda CTC Operations and

Maintenance Manager or designee will monitor the Media CAD for information pertaining to the severity of the incident and CHP response.

In certain situations, allowing General Purpose Lane traffic in the Express Lanes may provide a benefit in the clearing of congestion resulting from an incident. Three of the four modes (see Section 2.3.2 “Express Lanes Mode”) are potentially valuable in the management of an incident. The HOV Only Mode will not be used in the event of an incident.

6.2.1 Tolling Mode incidents

The majority of incidents, whether within or adjacent to the Express Lanes, can be quickly cleared without the need to switch from the Tolling Mode. This is due to the fact that the minimum time to implement a mode change is approximately 10 minutes, and the delayed effect could be another 10 or more minutes, depending upon the location of the incident relative to the upstream access points.

In some situations, the CHP Incident Commander may need to temporarily redirect General Purpose Lane traffic into the Express Lanes in order to clear the incident safely. In these situations, the Express Lanes may remain in Tolling Mode.

6.2.2 Closed Mode incidents

Management of incidents in which the Express Lanes will remain blocked for more than fifteen minutes may be helped by closing the Express Lanes. The decision to close lane will be made by the CHP’s Incident Commander, relayed to dispatch, to the TMC and to the Alameda CTC Operations and Maintenance Manager or designee who will execute the mode switch.

6.2.3 Open to All Mode incidents

Significant impacts associated with certain incidents within the corridor might be remedied, or incident might be more easily cleared if the Express Lanes are open to all traffic.

6.2.4 Location of Incident and Impact by Segment

From a practical standpoint, CHP will not be able to enforce violations when a mode switch is applied to only certain zones of the facility. Most of the mode switches will be applied throughout the corridor. The application of a mode switch corridor-wide or zone by zone will be made on a case by case basis depending on the location and severity of the incident.

During incidents, CHP or Caltrans TMC and/or Caltrans Maintenance will assist with communicating the changes in the normal tolling modes.

6.3 Communication Procedure

This communication procedure is consistent with established requirements of the CHP. Once an incident is identified by CHP Dispatch, the TMC will be notified through CAD. In those cases in which specific action is needed to change the Express Lane Mode requested by the CHP Incident Commander, the Dispatch will cue the TMC directly via CAD or telephone. The TMC will contact the appropriate Alameda CTC personnel via mobile phone and/or text as listed in Appendix A. Alameda CTC staff will change the mode as requested by the CHP Incident Commander through the CHP Dispatch. **Alameda CTC emergency contact phone list is included in Appendix A.** The Alameda CTC Operations and Maintenance Manager will update the contact list on a quarterly basis and/or when a change is known.

6.4 Override of Express Lane Operations

The Alameda CTC Operations and Maintenance Manager or designee will monitor the CAD for the need to override the Express Lane mode, and will execute the override. The Alameda CTC Operations staff will communicate with CHP and Caltrans TMC staff to coordinate the mode switch to and from the Tolling Mode. In the case of severe incidents, the Alameda CTC Operations staff will initiate media and customer service center information coordination on behalf of the Express Lanes in coordination with the CHP and Caltrans Public Information Officer.

6.5 Clearance

Throughout the clearance of the incident and when the traffic flow warrant it, the CHP Incident Commander who is in control and will initiate all necessary actions, as applicable, to address the emergency or situation that has arisen. The CHP Incident Commander will communicate with CHP Dispatch for updating the CAD as required by CHP standard operating procedure.

6.6 Restoring Tolling Mode

Upon conclusion of the incident, the CHP or Caltrans TMC will inform the Alameda CTC Operations and Maintenance Manager or designee that tolling mode can be restored. The Alameda CTC Operations staff will confirm with the TMC the conclusion of the incident prior to returning the Express Lanes to tolling mode.

6.7 Correcting Express Lane patron charges

It is vital that records are kept as information is passed, decisions are made, and the incident/situation develops. Most of this information will be contained within the CAD. The Alameda CTC Operations and Maintenance Manager or designee will be charged with monitoring and archiving the information for reconciliation with the Express Lane operations log and responding to any customer inquiry, including reconciling toll charges.

7 Level of Effort and Costs

Each year, prior to the approval of the I-580 Express Lanes Annual Operating Budget (Appendix B), the Alameda CTC Operations and Maintenance Manager and appropriate Caltrans Operations and Maintenance staff will recommend a budget to the Executive Steering Committee. Depending upon prior year expenditures, a decision may be made to provide Caltrans reimbursement for services in support of the I-580 Express Lanes. If this determination is agreed upon, then the budget will reflect this agreement as it is forwarded to the ESC for approval as called for elsewhere in this TIMP. **Appendix B is the first year 2015/16 Budget, approved as part of this TIMP.**

8 Monitoring and Modifying Incident Management

Incidents in the corridor will be monitored by the Alameda CTC Operations and Maintenance Manager or designee on a regular basis and discussed with CHP and Caltrans TMC on quarterly basis. If, upon review of the monitoring effort, any issues with the Incident Management Plan are identified, the

Alameda CTC Operations and Maintenance Manager will call a meeting with Caltrans and CHP to determine a solution. In the event that staff is unsuccessful in resolving the issue, then the Alameda CTC's Executive Director, the Caltrans Deputy Director for Operations and the CHP's Golden Gate Division Chief will meet to hear and resolve the issue.

9 Appendix A – Appendix C: Alameda CTC Emergency Contact List

1. Taylor Rutsch, designee of Alameda CTC Operations Manager, (916) 230-3248 (mobile)
2. Kanda Raj, Alameda CTC Operations and Maintenance Manager, (925) 330-8355 (mobile)

Appendix B – FY 2015/16 Annual Incident Management Budget

	Caltrans Effort to be Reimbursed	\$ Reimbursed	JPA Effort	Notes
TMC/DCC Activities				
TMC Express Lane Operations monitoring, management and communication/coordination with the Alameda CTC TMC, require review of operations reports from the Alameda CTC TMC. The TMC shall coordinate with Alameda CTC TMC Mon -Fri, the a.m. shift (5 a.m. - 10 a.m.), midday shift (10 a.m. - 3 p.m.) and p.m. shift (3 p.m. - 7 p.m.). Assumed 130 hrs. per year	130 hours/year	\$13,000.00		
Incident Management Support: One incident per quarter, average of 3 Caltrans TMT staff consisting of two CMS trucks and one spotter, 4 hrs. each per incident; 3x4x4=48 hrs. per year	48 hours/year	\$4,800.00		
Meetings: One meeting per month, average of 2 Caltrans Division of Operations staff participating, each 3 hrs. per meeting: 2x3x12=72 hrs. per year)	72 hours/year	\$7,200.00		
Annual hours and PY expenditure	250 hours/year; 0.15 PY			
Estimated Total Annual Cost		\$25,000.00		
Other Future Needs To Be Determined (TBD)				
Streaming Video of the toll CCTV to TMC/ATMS Terminals over T-1 line connection @ CT TMC		TBD		
Provide TMC with Emergency Access and Capability to shut down tolling as a last resort contingency		TBD		
Provide ACTC Express Lane Operation Manager PTZ access to TMC CCTV (with primary override to remain in TMC); 3 cameras x 3.5 hrs. per day x 21 days per month x 12 months per year x \$0.15 per minute per camera x 60 minutes per hour = \$24,000.00 per year		TBD		

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on January 11, 2016, the Alameda CTC reviewed a proposed project that would modify existing land use. Comments were submitted on this proposed project and the comment letter is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to the City of Livermore's Proposed Chestnut Square Project

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Daniel Wu](#), Assistant Transportation Planner

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January 11, 2016

Lori Parks
Associate Planner
Community Development Department
City of Livermore
1052 South Livermore Avenue
Livermore, CA 94550

SUBJECT: Response to the City of Livermore's Proposed Chestnut Square Project - Vesting Tentative Parcel Map 10485 (SUB 15-010)

Dear Ms. Parks,

Thank you for the opportunity to comment on the proposed Chestnut Square Project. A single-story 66,825-square foot commercial building currently occupies this project site. The project proposes:

- 10 market-rate townhouse building (44 units),
- An affordable rental senior rate housing building (73 units), and
- An affordable rental family housing building (43 units).

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land use.

Thank you for the opportunity to comment on this project. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with the first name "Tess" being more prominent.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2016

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Alameda County Rail Strategy Study

RECOMMENDATION: Approval to request obligation of a federal earmark; allocate Measure BB funds for required local match, issue an RFP for consultant services; and authorize Executive Director to enter into and execute all related agreements.

Summary

Improving rail connectivity between the Port of Oakland and rail facilities beyond Alameda County borders is a major component of the 2014 Transportation Expenditure Plan. Measure BB includes significant funding for which improvements related to rail access to and from the Port are eligible. Improving rail access to and from the Port throughout Alameda County requires coordination and planning with passenger rail services through Alameda County which share the railroad rights of way with freight.

The Port of Oakland was a recipient of a federal earmark to study improved rail access to and from the Port. The Port only used a portion of the earmark and the remainder is at risk of being recalled by the federal government if not put to use for activities consistent with the original earmark definition. Alameda CTC staff is working with Port of Oakland staff and Caltrans Local Assistance representatives to secure an obligation of the remaining federal funds with the Alameda CTC as the implementing agency to prepare a rail strategy study for Alameda County.

Alameda CTC will issue a Request for Proposals to provide the professional services required to augment staff for the preparation of the study. The rail strategy study will explore opportunities to improve the inter-regional rail access to and from the Port of Oakland, and address the coordination with passenger rail services that share the railroad rights of way with freight.

Once we have confirmation that the remaining earmark funds are available for use on the proposed rail strategy study, the following steps will be taken on the timeline indicated as follows:

Submit Request for Authorization

May 2016

Receive E-76 and Issue RFP

June 2016

Execute Consultant Contract and Begin Study

August 2016

Complete Rail Strategy Study

December 2017

Schedule Note: A TIP amendment will be required to allow for Alameda CTC to request authorization of the earmark funds. Alameda CTC staff has initiated the TIP amendment process with MTC which is expected to be approved in May 2016.

Fiscal Impact: The recommended actions will result in the allocation of \$250,000 of 2014 Measure BB funding from the Countywide Freight Corridors funding approved in the 2014 TEP. The Measure BB funds will be used to fulfill the 20-percent local match requirement for approximately \$880,000 of federal funding for which the Alameda CTC will be the recipient agency, and to fund any study related expenditures for which the federal funds are non-participating. Non-participating costs include any costs incurred prior to receiving the authorization to proceed, i.e. E-76, for the federal earmark funds. The federal earmark funds will be provided to the Alameda CTC on a reimbursement basis, so the Alameda CTC will have to be out-of-pocket for the federally-funded portion of study related costs while waiting for reimbursement.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Vivek Bhat](#), Senior Transportation Engineer



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: California Transportation Commission January 2016 Meeting Summary

RECOMMENDATION: Receive an update on the January 2016 California Transportation Commission Meeting.

Summary

The January 2016 California Transportation Commission (CTC) meeting was held in Sacramento. Detailed below is a summary of the six (6) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background

The CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

Detailed below is a summary of the six agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the January 2016 CTC meeting (Attachment A).

1. 2016 State Transportation Improvement Program (STIP) – Revised Fund Estimate and Schedule

The CTC approved an updated Price-Based Excise Tax Rate assumption for the Amended 2016 State Transportation Improvement Program (STIP) Fund Estimate. The CTC also approved the revised dates for submittal of the regional and interregional improvement programs.

Assumptions for the Amended 2016 STIP Fund Estimate provide the basis for forecasting available capacity for the 2016 STIP and the 2016 State Highway Operation and Protection Program (SHOPP). Revenue assumptions were based in part on the Department of Finance estimation that the Price-Based Excise Tax Rate on gasoline would increase incrementally over the fund estimate period. In May 2015, the Commission approved the assumptions for the 2016 STIP Fund Estimate. In August 2015, the 2016 STIP Fund Estimate was adopted by the Commission.

The 2016-17 Governor's Budget reflects a lower Price-Based Excise Tax Rate than the Department of Finance projected in 2015. Because the Price-Based Excise Tax is the primary revenue source for the STIP, lower rates have been incorporated into the updated Price-Based Excise Tax Rate scenarios, which will result in decreased STIP capacity over the fund estimate period.

Revised 2016 STIP schedule:

Regions submit revised RTIPs	February 26, 2016
Caltrans submits revised ITIP	February 26, 2016
CTC STIP Hearing, South	March 17, 2016
CTC STIP Hearing, North	March 24, 2016
CTC publishes staff recommendations	April 22, 2016
CTC adopts STIP	May 18-19, 2016,

2. Traffic Congestion Relief Program (TCRP) – BART to San Jose; Extend BART from Fremont to Warm Springs

CTC amended the TCRP program to reprogram and re-allocate \$1,632,000 from Right of Way (R/W) to construction for the BART to San Jose; extend BART from Fremont to Warm Springs project.

Outcome: Project funding plan will be updated accordingly and funds will be encumbered in construction phase.

3. 2015 Active Transportation Program (ATP) – Metropolitan Planning Organization (MPO) component

CTC adopted the 2015 ATP program of projects for the MPO component which included 11 projects totaling approximately \$30.2 million within the Metropolitan Transportation Commission bay region.

Outcome: CTC recommendation includes 4 projects totaling approximately \$5.6 million within Alameda County.

4. 2017 Active Transportation Program – Draft Guidelines and Programming Schedule

CTC staff presented the Draft 2017 ATP guidelines to the Commission as a starting point to generate discussion at the upcoming ATP Cycle 3 workshops. Similar to prior cycles, it is estimated \$120 Million will be available through the Statewide component and \$20 Million will be available through the MTC-Region component for FYs 19-20 and 20-21 for projects that encourage active modes of transportation such as biking and walking.

Outcome: Staff intends to bring the Final 2017 ATP Guidelines and Application to the Commission for adoption at the March 2016 meeting.

5. 2014 State Highway Operations and Protection Program (SHOPP) Amendments

CTC approved adding ten new projects into the 2014 SHOPP and revising 42 projects currently programmed in the 2014 SHOPP. Amendments include \$16.5 million for construction phase of I-680 Resurfacing Project Fremont, from south of Scott Creek Road to Auto Mall Parkway and \$18.9 million from Auto Mall Parkway to Koopman Road.

Outcome: Allocation will fund the Construction phase activities of the I-680 NB Express lanes project.

6. SHOPP Supplemental Funds Vote: I-580 Ramp Resurfacing Project in Oakland, from Fruitvale Avenue to Hollis Street

CTC allocated an additional \$1,271,000 to the I-580 Ramp Resurfacing Project in Oakland, from Fruitvale Avenue to Hollis Street. The project will resurface ramps with asphalt to extend pavement service life and improve ride quality. It will also upgrade guardrail, modify drainage inlets, and upgrade 12 curb ramps to Americas with Disabilities Act (ADA) standards.

Outcome: Allocation will fund the Construction phase activities of the project.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. January 2016 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

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January 2016 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP) Revised Fund Estimate and schedule	Approve 2016 STIP Revised Fund Estimate and schedule.	Approved
BART	Traffic Congestion Relief Program (TCRP) / BART to San Jose; Extend BART from Fremont to Warm Springs	Amend the TCRP program to reprogram and re-allocate \$1,632,000 from Right of Way (R/W) to construction	Approved
Caltrans	2015 Active Transportation Program (ATP) – Metropolitan Planning Organization (MPO) component	Adopt 2015 ATP program of projects for the MPO component.	Approved
Caltrans	2017 Active Transportation Program – Draft Guidelines and Programming Schedule	CTC staff presented the Draft 2017 ATP guidelines to the Commission.	Information Item
Caltrans	2014 State Highway Operations and Protection Program (SHOPP) Amendments	Approve adding ten new projects into the 2014 SHOPP and revising 42 projects currently programmed in the 2014 SHOPP	Approved
Caltrans	SHOPP / I-580 Ramp Resurfacing Project in Oakland, from Fruitvale Avenue to Hollis Street	Approve allocation of additional \$1,271,000 SHOPP funds for the Construction phase of the I-580 Ramp Resurfacing Project in Oakland.	Approved

http://www.catc.ca.gov/meetings/agenda/2016Agenda/2016-01/00_ETa.pdf

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Measure B, Measure BB, and Vehicle Registration Fee Master Programs Funding Agreements and Performance Measures for Direct Local Distributions

RECOMMENDATION: Authorize the Executive Director to execute Master Programs Funding Agreements with Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Funds recipients.

Summary

Alameda CTC is responsible for the distribution of revenues generated through the Measure B, Measure BB and the Vehicle Registration Fee (VRF) Programs. Over half of these revenues are distributed by formula directly to twenty local jurisdictions to support locally managed transportation, bicycle and pedestrian, transit, and paratransit programs. In order to receive Measure B/BB/VRF "Direct Local Distribution" (DLD) funds, all recipients are required to maintain a Master Programs Funding Agreement (MPFA) with the Alameda CTC.

Alameda CTC currently maintains two active MPFAs between the recipients to facilitate the distribution of funds. The first executed in 2012 is applicable to Measure B/VRF funds and expires on June 30, 2022. The other, executed in 2015 is for Measure BB and expires on June 30, 2016.

In order to provide consistent implementation across all DLD funds and to continue the uninterrupted distribution of Measure BB DLD funds to recipients, staff proposes a combined ten-year MPFA for Measure B/BB/VRF DLD funds. This MPFA identifies the Alameda CTC's and recipient's current roles and responsibilities, policies on expenditures, timely use of funds requirements, and performance measures that are necessary to evaluate the use of DLD investments throughout the county. Performance measures and reporting requirements included in the MPFA are designed to inform future investment decisions on DLD funds.

Staff recommends the Commission approve the MPFA, the associated implementation guidelines and performance measures, and authorize the Executive Director or his designee to enter into the MPFA's with the twenty eligible DLD fund recipients. Once executed, the MPFA will enable the disbursement of Measure B/BB/VRF DLD funds starting July 1, 2016 through June 30, 2026 unless amended or a new MPFA is established.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and VRF Programs. A defined portion of Measure B/BB/VRF funds are distributed directly to twenty eligible jurisdictions as Direct Local Distributions. Annually, these distributions provide support to locally identified transportation improvements among the recipient's local transportation, bicycle/pedestrian, mass transit, and paratransit programs.

Alameda CTC and the recipients entered into Master Programs Funding Agreements for Measure B/VRF funds in 2012, and for Measure BB in 2015. The MPFAs identify the roles and responsibilities related to the DLD expenditures. The 2015 Measure BB MPFA was an initial one-year agreement expiring on June 30, 2016 to allow for the immediate flow of new Measure BB distributions to recipients, and to provide additional time to develop policies and performance measures for all DLD funds.

The proposed Measure B/BB/VRF MPFA reflects a combined master agreement for the DLD funds from each of the three fund sources. This allows for consistent policies and requirements that are applicable to all DLD funds to streamline program implementation for the recipients and for Alameda CTC. The MPFA contains policies on expenditures, timely use of funds requirements, and performance measures to guide the expeditious use and investment of these funds across all recipients. The MPFA is included as Attachment A.

The performance measures contained in Exhibit C of the MPFA establish performance reporting expectations for DLD investments. It is important to note each of the four DLD programs (local transportation, bicycle/pedestrian, transit and paratransit) are distinct and the recipients can use the funds, at their discretion, on a variety of transportation needs. Thus, the performance measures for DLD funds monitor quantifiable data on universal investments such as pavement condition index for streets and roads, quantities of sidewalk or bike facility improvements, revenue hours, transit ridership, and trips provided/individual served. Alameda CTC will be conducting performance reporting and data collection through the annual program compliance reporting, annual paratransit program plan review, annual performance report, levels of service monitoring report, and through other countywide planning studies.

The MPFA is based primarily on the existing 2012 Measure B/VRF MPFA boilerplate. The primary changes include:

- Removal of timely use of funds and reserve policies. These policies are replaced in the Measure B/BB/VRF MPFA policy provisions with reference to the Commission approved Timely Use of Funds Policies for DLD funds (December 2015).
- Incorporation of Measure BB references and policies specific to the Measure such as 15% of local streets and roads funds must be expended on bicycle/pedestrian related improvements.
- Incorporation of performance measures and reporting requirements.

Redline changes comparing the existing 2012 Measure B/VRF MPFA with the proposed MPFA are available for reference at the following link:

http://www.alamedactc.org/files/managed/Document/18038/DLD_MPFA_Tracked_20160122.pdf

The MPFA references program implementation guidelines for each of the four DLD programs which serve as a guide for eligible project and program investments to be funded with the Measure B/BB/VRF funds. These guidelines were last adopted by the Commission in 2012. As part of the new MPFA, the implementation guidelines have been refreshed to include Measure BB references, but no substantive changes have been made to the local transportation, bicycle/pedestrian and mass transit implementation guidelines. On January 25, 2016, the Paratransit Advisory and Planning Committee (PAPCO) approved the updates to the Paratransit Program's implementation guidelines, including performance measures. The implementation guidelines for all programs are included in Attachment B.

The master agreement and program guidelines were reviewed and approved unanimously by the Alameda County Technical Advisory Committee on February 4, 2016 and the Projects and Programs Committee on February 8, 2016. Comments received from committees have been incorporated into the agreement and guidelines. The changes include updating text references and adjusting the transit program's performance targets to accommodate the providers' diverse operating conditions.

Staff recommends the Commission approve the MPFA, the associated implementation guidelines and performance measures, and authorize the Executive Director or his designee to enter into the MPFA's with the twenty eligible DLD fund recipients. Once executed, the MPFA will enable the disbursement of Measure B/BB/VRF DLD funds starting July 1, 2016 through June 30, 2026 unless amended or a new MPFA is established.

Fiscal Impact: There is no significant fiscal impact expected as a result of the recommended action. The recommended action will allow for agreements to be executed that will govern the disbursements of Direct Local Distributions for Measure B, Measure BB, and VRF funds which are authorized directly in the measures approved by the voters.

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[John Nguyen](#), Senior Transportation Planner

Attachments

- A. Measure B/BB/VRF Master Programs Funding Agreement
- B. Implementation Guidelines for DLD Programs

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MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
[insert RECIPIENT]

This Master Programs Funding Agreement (“AGREEMENT”) is made this ____ day of _____, 2016, by and between the Alameda County Transportation Commission (“ALAMEDA CTC”) and the _____ (“RECIPIENT”).

RECITALS

A. On November 7, 2000, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the “Act”), approved the reauthorization of Measure B, thereby authorizing Alameda County Transportation Improvement Authority (“ACTIA”) to administer the proceeds from a continued one-half cent transaction and use tax (“Measure B”).

B. The duration of the Measure B sales tax will be 20 years from the initial year of collection, which began April 1, 2002, with said tax to terminate/expire on March 31, 2022. The tax proceeds will be used to pay for the programs and projects outlined in Alameda County’s 20-Year Transportation Expenditure Plan (the “Measure B Expenditure Plan”), as it may be amended.

C. The Measure B Expenditure Plan authorizes the issuance of bonds to expedite delivery of transportation projects and programs. Costs associated with bonding will be borne only by the capital projects included in the Measure B Expenditure Plan and by any programs included in the Measure B Expenditure Plan that utilize the bond proceeds.

D. On November 2, 2010, the voters of Alameda County approved Measure F, the Vehicle Registration Fee (“VRF”) Program, pursuant to Section 65089.20 of the Government Code, thereby authorizing the Alameda County Congestion Management Agency (“ACCMA”) to administer the proceeds from a \$10 per year vehicle registration fee on each annual motor-vehicle registration or renewal of registration in Alameda County, starting in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.

E. Funds raised by the VRF will be used exclusively for local transportation purposes in Alameda County that have a relationship or benefit to the owners of motor vehicles paying the VRF, including projects and programs identified in the expenditure plan approved by the voters as part of Measure F (the “VRF Expenditure Plan”).

F. On June 24, 2010, ACTIA and ACCMA took the final actions to create ALAMEDA CTC, which has assumed the responsibilities of ACTIA and ACCMA, including duties related to Measure B and the VRF.

G. On November 4, 2014, the voters of Alameda County, pursuant to the Act, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from the extension of the existing Measure B one-half of one percent transaction that is scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent.

H. The duration of the Measure BB sales tax will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on March 31, 2045. The tax proceeds will be used to pay for the investments outlined in Alameda County's 30-Year Transportation Expenditure Plan ("Measure BB Expenditure Plan"), as it may be amended.

I. This AGREEMENT delineates the requirements of the Measure B/Measure BB/VRF Direct Local Distribution ("DLD") funds that are directly allocated to local jurisdictions and transit operators, as authorized by the Measure B Expenditure Plan, the VRF Expenditure Plan, and the Measure BB Expenditure Plan. Discretionary funds identified in these expenditure plans are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for those funds.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure B, Measure BB, and VRF receipts as described in their respective voter-approved expenditure plans and as summarized in Table A: DLD Investment Summary and described below for different fund types.

Table A: DLD Investment Summary	
DLD Program	Fund Program
Bicycle and Pedestrian Program	Measure B and Measure BB
Local Streets and Roads Program	Measure B, Measure BB, and VRF
Mass Transit Program	Measure B and Measure BB
Paratransit Program	Measure B and Measure BB

2. All DLD distributions pursuant to this AGREEMENT shall be effective as of July 1, 2016.

A. BICYCLE AND PEDESTRIAN PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to a formula weighted 100 percent by the jurisdiction's population within the subarea. RECIPIENT's allocations are subject to change based on variations in annual population figures.

2. The Bicycle and Pedestrian Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

B. LOCAL STREETS AND ROADS (LOCAL TRANSPORTATION) PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.

2. ALAMEDA CTC will distribute VRF DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent of the number of registered vehicles in the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and number of registered vehicle figures, as they are made available.

3. The Local Streets and Roads Program Implementation Guidelines provide, program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

4. RECIPIENT shall expend a minimum of 15 percent of all Measure BB funds received on project elements directly benefiting bicyclists and pedestrians.

C. MASS TRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to set percentages detailed in the Measure B Expenditure Plan and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution, if applicable, is detailed in the Measure B and Measure BB Mass Transit Direct Local Distribution Summary, attached hereto as Exhibit A and incorporated into this AGREEMENT by reference. RECIPIENT's allocations are subject to change based on transit service changes.

2. The Mass Transit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

D. PARATRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds by subarea pursuant to percentages in the Measure B Expenditure Plan, and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution by subarea, if applicable, attached hereto as Exhibit B and incorporated into this AGREEMENT by reference.

a. Measure BB distributions to cities and local transit operators are based on a percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services of local bus transit providers.

b. ALAMEDA CTC will distribute Measure BB to the East Bay Paratransit Consortium pursuant to set percentages in the Measure BB Expenditure Plan to assist the Alameda-Contra Costa Transit District and the San Francisco Bay Area Rapid Transit in meeting its responsibilities under the American with Disabilities Act (ADA).

c. Measure B and BB DLD funds may be further distributed to individual cities within each planning area based on a formula refined by PAPCO, and approved by the ALAMEDA CTC Commission (the “Commission”). RECIPIENT’s allocations are subject to change based on updated annual population figures.

2. The Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC’S DUTIES AND OBLIGATIONS

1. Within five working days of actual receipt of the monthly Measure B and Measure BB sales tax revenues and VRF revenues from the State Board of Equalization (“BOE”), the bond trustee or the California Department of Motor Vehicles, Alameda CTC shall remit to the RECIPIENT its designated amount of available DLD funds disbursed on a monthly basis by the formulas described above.

2. ALAMEDA CTC shall annually update the Measure B, Measure BB, and VRF fund revenue projections and the resulting fund allocation formulas to reflect the most current population using the California Department of Finance’s annual population estimates (Report E-1 published in May); maintained road mileage from the California Department of Transportation; and the number of registered vehicles in each Alameda County subarea, using registered vehicle data provided by the California Department of Motor Vehicles, as it is made available. ALAMEDA CTC shall use the updated Measure B, Measure BB, and VRF program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

3. ALAMEDA CTC shall report monthly to the public the amount of Measure B, Measure BB, and VRF revenues distributed to RECIPIENT by each fund type monthly and for the fiscal year.

4. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also of its calculation of the allocation formula for distributing Measure B, Measure BB, and VRF revenues to various recipients and render an annual report to the ALAMEDA CTC Commission within 180 days following the close of the fiscal year.

5. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT, the Measure B Expenditure Plan, the Measure BB Expenditure Plan, or the VRF Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure B, Measure BB, and VRF funds received in compliance with the applicable guidelines and Plan(s), including the Implementation Guidelines and performance measures, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure B, Measure BB, and VRF funds received. RECIPIENT must account for Measure B, Measure BB, and VRF funds, including any interest received or accrued, separately for each fund type, and from any other funds received from the ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT shall expend Measure B, Measure BB, and VRF funds in compliance with the Timely Use of Funds Policies for Direct Local Distributions, as approved by the Commission, and as they may be adopted or amended by ALAMEDA CTC from time to time.

4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure B, Measure BB, and VRF revenues as reflected in the ballot measures, the Measure B Expenditure Plan, the Measure BB Expenditure Plan, and the VRF Expenditure Plan, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the annual update of the sales tax allocation formulas to begin in each new fiscal year and registered vehicle data provided by the California Department of Motor Vehicles when available.

C. OTHER EXPENDITURE RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure B, Measure BB, and VRF funds solely for transportation purposes as defined by the authorizing ballot measures. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest which would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure B and Measure BB funds, pursuant to the Act, and VRF funds to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure B, Measure BB, or VRF funds must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure B, Measure BB, and VRF programs, including direct staff costs and consultant costs, are eligible uses of Measure B, Measure BB, and VRF funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure B, Measure BB, and/or VRF funds to RECIPIENT until full compliance is achieved.

1. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure B, Measure BB, and VRF funds received and used.

2. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, annual program compliance reports (covering the prior fiscal year) regarding programs and projects on which RECIPIENT expended Measure B, Measure BB, and VRF funds.

3. RECIPIENT shall document expenditure activities and report on the performance of Measure B, Measure BB, and VRF funded activities through the annual program compliance reporting process, or through other ALAMEDA CTC performance and reporting processes as they may be requested, including but not limited to the annual performance report, annual program plan, planning monitoring reports. Program Performance Measures are attached hereto as Exhibit C.

4. RECIPIENT shall install or mount signage adjacent to Measure B, Measure BB, and VRF funded construction projects and on vehicles funded with Measure B, Measure BB, and VRF funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure B, Measure BB, and/or VRF funds.

5. RECIPIENT shall provide current and accurate information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure B, Measure BB, and/or VRF funds.

6. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure B, Measure BB, and/or VRF funds.

7. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to the ability to know which projects and programs are funded through Measure B, Measure BB, and/or VRF funds.

8. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure B, Measure BB, and/or VRF funds before the Commission and/or the Independent Watchdog Committee or community advisory committees, as applicable.

9. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. GEOGRAPHIC BREAKDOWN

In all cases the geographic breakdown by subarea is as follows:

1. North Area refers to the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont.
2. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.
3. South Area includes the Cities of Fremont, Newark, and Union City.
4. East Area includes the Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area.

B. INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B, Measure BB, or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, its governing body, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B, Measure BB, or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT.

C. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, Alameda CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done

or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

C. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

E. TERM

The term of this AGREEMENT shall be from July 1, 2016 to June 30, 2026, unless amended in writing or a new Master Programs Funding Agreement is executed between ALAMEDA CTC and RECIPIENT.

F. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

G. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Implementation Guidelines, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure B, Measure BB, and VRF program funds (but not project funding agreements), including but not limited to ALAMEDA CTC Measure B/BB/VRF Master Programs Funding Agreements, which former agreements are terminated as of the effective date hereof. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines, Performance Measures, and Timely Use of Funds Policies related to Measure B, Measure BB, and VRF funds may be changed from time to time by the ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

[ENTER RECIPIENT NAME] (RECIPIENT)

ALAMEDA COUNTY TRANSPORTATION
COMMISSION (ALAMEDA CTC)

By: _____
[Enter Name] Date
[Enter Title]

By: _____
Arthur L. Dao Date
Executive Director

Approved as to Form and Legality:
By: _____
[Enter Name] Date
[Enter Title]

Recommended:
By: _____
Deputy Director of Date
Programming and Projects

Reviewed as to Budget/Financial Controls:
By: _____
Patricia Reavey Date
Director of Finance and Administration

Approved as to Legal Form:

By: _____
Wendel, Rosen, Black & Dean LLP Date
Legal Counsel to ALAMEDA CTC

EXHIBIT A**MEASURE B AND MEASURE BB
MASS TRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY**

Alameda CTC distributes Measure B and Measure BB Mass Transit Direct Local Distribution funds based on the distribution percentages for net Measure B and Measure BB Revenues specified in the Measure B Expenditure Plan and Measure BB Expenditure Plan, as shown below.

Table 1: Measure B		
Agency	Area	Percentage of Net Revenues
AC Transit	North County	9.48%
AC Transit	Central County	4.74%
AC Transit	South County	1.61%
AC Transit Welfare to Work	North County	1.24%
AC Transit Welfare to Work	Central County	0.22%
LAVTA	East County	0.69%
Union City Transit	South County	0.34%
ACE	East/South County	2.12%
SF WETA	Alameda County	0.78%

Table 2: Measure BB		
Agency	Area	Percentage of Net Revenues
AC Transit	Alameda County	18.80 %
ACE	East/South County	1.00 %
BART	Alameda County	0.50 %
LAVTA	East County	0.50 %
Union City Transit	South County	0.25 %
SF WETA	Alameda County	0.50 %

Countywide Local and Feeder Bus Service: Provides funding for countywide local and feeder bus service in every region of the county to link neighborhoods and commuters to BART, rail, and express bus connections throughout the county. Welfare to Work programs dedicate 1.46 percent of overall Measure B net sales tax revenues to enhancing transportation opportunities for persons making the transition from welfare to work.

Other Mass Transit Programs: Provides funding to San Francisco Water Emergency Transportation Authority (WETA) Transbay Ferry Service to expand transbay ferry service from Alameda. Provides funding to Altamont Commuter Express (ACE) for capital and operating costs for operations in South and East Alameda County.

Transit Operations: Provides funding to transit operators for maintenance of transit service, restoration of service cuts, expansion of transit service, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to Alameda CTC.

AC Transit agrees to allocate 1.46 percent of overall net Measure B sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work. These "welfare to work" funds can be used by AC Transit for service restoration and expansion or implementation of improved bus

service to facilitate travel to and from work. AC Transit will prioritize the restoration and development of new service to meet the employment-related transit needs of low-income residents in northern and central Alameda County.

Additionally, these funds may be used, at the determination of AC Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to AC Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.

AC Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.

AC Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. AC Transit, Alameda County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, Measure B funds may be used.

EXHIBIT B**MEASURE B AND MEASURE BB
PARATRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY**

Alameda CTC distributes Measure B and Measure BB paratransit funds to County subareas/planning areas and to AC Transit and BART based on the distribution percentages in the Measure B Expenditure Plan and the Measure BB Expenditure Plan, as shown below. Distributions to jurisdictions for non-mandated services within each subarea are based on allocation formulas refined by Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.

Table 1: Measure B	
Area/Agency	Measure B Percentage¹
North County (non-mandated) <i>Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland</i>	1.24%
Central County (non-mandated) <i>Cities of Hayward and San Leandro</i>	0.88%
East County (non-mandated) <i>LAVTA and City of Pleasanton</i>	0.21%
South County (non-mandated) <i>Cities of Fremont, Newark, and Union City</i>	1.06%
North County² (ADA-mandated) <i>AC Transit and BART</i>	4.53%
Central County² (ADA-mandated) <i>AC Transit and BART</i>	1.10%
<ol style="list-style-type: none"> 1. Percentage of Measure B funds required to be distributed to each area in the County. Funding for special transportation for seniors and people with disabilities is provided for services mandated by the ADA to fixed-route public transit operators who are required to provide that service. Funds for the South County are allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County. 2. Americans with Disabilities Act (ADA) mandated services are allocated to AC Transit and BART according to the percentages included in the Expenditure Plan. 	

Table 2: Measure BB	
Area/Agency	Percentage¹
City-based and Locally Mandated	3.0%
North County <i>Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland</i>	
Central County² <i>Cities of Hayward and San Leandro, and unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.</i>	
South County <i>Cities of Fremont, Newark, Union City, as well as Union City Transit.</i>	
East County³ <i>Cities of Livermore, Dublin, and Pleasanton, and unincorporated lands governed by Alameda County in the East Area, and LAVTA.</i>	
AC Transit - East Bay Paratransit⁴	4.5%
BART- East Bay Paratransit⁴	1.5%
<ol style="list-style-type: none"> 1. Funds are distributed based on the percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services. Funds can be further allocated to individual cities within each planning area based on a formula refined by PAPCO. 2. Funding will be assigned to Hayward to serve the unincorporated areas. 3. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program. 4. Measure BB funds are dispersed to AC Transit and BART to operate the East Bay Paratransit Consortium. 	

EXHIBIT C**PERFORMANCE MEASURE SUMMARY**

Direct Local Distribution recipients are to document the performance and benefits of the projects and programs funded with Measure B, Measure BB, and/or Vehicle Registration Fee funds. The following performance measures are a selection of performance standards that must be documented at minimum by the recipients, as applicable. Additional performance measures may be requested by the Alameda CTC.

Performance reporting will be done through Alameda CTC's reporting processes including the annual program compliance reports, annual performance report, and various planning activities, as they are requested and applicable. Performance will be evaluated periodically through the aforementioned evaluation reports to determine the effectiveness of investments and to inform future investment decisions.

**BICYCLE AND PEDESTRIAN PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to explain and provide anticipated schedule and funding to achieve plan update.	- Schedule for update
Infrastructure Investment - Number of linear feet or lane miles of bicycle facilities built or maintained (bike lanes, bike routes, multi-use pathways) - Number of pedestrian projects completed (linear feet of sidewalks, number of crossing improvements, quantify traffic calming items, lighting, landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained)	- Bikeway projects completed by roadway segment and facility type - Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements i.e. crossing improvements, striping, signage, curb ramps, pathways.	Annually via Compliance Report	N/A; Report on investments	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will be addressed in subsequent years	N/A

EXHIBIT C (cont.)**LOCAL TRANSPORTATION PROGRAM** (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Performance Metric and Standard	Evaluation Horizon & Method	Corrective Action	Potential Improvements to Correct Deficiency
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Annually via Performance Report	Any agency falling under 60 PCI must provide an explanation and/or identify corrective action will need to increase PCI to target levels	Develop corrective actions
Complete Streets Implementation - Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only) - Number of exceptions to adopted local complete streets policies issued	- Maintain a 15% annual minimum LSR investment to support bicycling and walking - Number of projects where accommodation for all users and modes of transportation not included	Annually via Compliance Report	Fund expenditures: Any agency not achieving the target percentage must explain or identify future plan. Policy exceptions: N/A	N/A
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)	Annually via Compliance Report	Any agency expending less on capital investments compared to other activities must explain how capital investments will increase in the subsequent years	Develop corrective actions
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Bi-annually via Alameda CTC's (LOS) Report	Any agency that shows worsening speed or reliability trend after improvements must provide an explanation and identify corrective steps.	Develop corrective actions

EXHIBIT C (cont.)**MASS TRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Ridership/Service Utilization <ul style="list-style-type: none"> - Annual Ridership - Passenger trips per revenue vehicle hour/mile 	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annually via Performance Report	N/A	N/A
On-time Performance: System wide Average and Key Trunk Lines On time performance of transit system	<ul style="list-style-type: none"> - Average on-time performance of 90% or better for transit services <u>or</u> increasing on-time performance annually - Average speeds at least 50 percent of prevailing auto speed or increasing speed annually 	Annually via Performance Report	Any agency not meeting this target must provide an explanation and identify what would be required to provide this level of service in the future.	<ul style="list-style-type: none"> - Develop corrective actions - Line management strategies - Signal priority - Dedicated lanes or queue jumps - Bus bulb outs - Stop relocation, - All door boarding
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or increasing speed annually	Bi-annually via Alameda CTC's LOS Monitoring Report	Any agency not meeting this target must provide an explanation and identify what would be required to provide this level of service in the future.	<ul style="list-style-type: none"> - Develop corrective actions - Signal priority - Dedicated lanes or queue jumps - Bus bulb outs - Stop relocation, lengthening, and consolidation - All door boarding
Cost Effectiveness <ul style="list-style-type: none"> - Operating Cost per Passenger - Operating Cost per Revenue Vehicle Hour/Mile 	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI	Annually via Performance Report	Any agency with significant increase in costs must provide an explanation	N/A
Transit Fleet State of Good Repair <ul style="list-style-type: none"> - Distance between breakdowns/service interruptions - Missed trips - Miles between roadcalls 	<ul style="list-style-type: none"> - Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips 	Annually via Performance Report	Any agency not meeting expected performance must provide an explanation	N/A
Service Provision <ul style="list-style-type: none"> - Frequency and service span on major corridors or trunk lines - Revenue hours - Revenue miles 	<ul style="list-style-type: none"> - 15 minute or better frequencies on major corridors or trunk lines: 10 minute or better frequencies during weekday peak periods - Service span of 7 days/week, 20 hours per day - Maintain or increase revenue hours/miles 	Annually via performance report	Any agency not meeting expected performance must provide an explanation and a description of how service provision will be met in the future	N/A

EXHIBIT C (cont.)**PARATRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metric and Standard	Evaluation Horizon and Method	Corrective Action	Potential Improvements to Correct Deficiency
Service Operations and Provisions Number of people served or trips provided	Track number of individuals served by program for an increase over time. - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery	Annually via Compliance Report and Program Plan Review	Any agency with decreased number of people served or trips provided must either provide an explanation or identify corrective action, as applicable.	Develop corrective actions
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total ridership during period.	Maintain cost per trip or per passengers - Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	Annually via Compliance Report and Program Plan Review	Any agency with significant increase in costs must provide an explanation	Develop corrective actions

Note: The Paratransit Program Implementation Guidelines contains additional listing of performance measures by program type.

**Alameda County Transportation Commission
Implementation Guidelines
For the Bicycle and Pedestrian Safety Program funded through
Measure B, Measure BB, and Vehicle Registration Fees**

Section 1. Purpose

- A. To delineate the eligible uses of Bicycle and Pedestrian Safety Funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, and VRF Direct Local Distribution and discretionary funds. These guidelines are incorporated by reference in the Master Program Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:
1. Provide guidance on Bicycle and Pedestrian Safety funds eligible uses and expenditures.
 2. Define the terms in the Master Program Funding Agreements.
 3. Guide Bicycle and Pedestrian Program implementation.

Section 2. Authority

- A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission (Alameda CTC) and set forth eligible uses and expenditures for the Bicycle and Pedestrian Safety funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC.

Section 3. Background

- A. Alameda CTC developed Implementation guidelines for the Bicycle and Pedestrian Safety Funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as “pass-through funds”). In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

- A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter approved half-cent transportation sales taxes in Alameda County (the 1986 and 2000 approved Measure B sales tax programs)
- B. **Capital project:** A bicycle and pedestrian capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.
- C. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)
- D. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

“(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”

- E. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates.
- F. **Cost Allocation Plans (CAPs):** CAPs and Indirect cost rate proposals (IDCs) are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Bicycle and Pedestrian Safety programs funded through the Alameda CTC Master Programs Funding Agreements.
- G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages and benefits) which are directly and solely related to the implementation of the Alameda CTC-funded Bicycle and Pedestrian Safety Funds, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Bicycle and Pedestrian Safety Funds.
- H. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).
- I. **Environmental Documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- J. **Grants:** Funding for plans, programs or projects based upon a competitive call for projects, an evaluation process based on adopted evaluation criteria and allocated based upon a reimbursement basis.
- K. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officer's salaries, accounting department costs and personnel department costs, which are requisite for general operation of the organization, but are not directly allocable to a particular service or product.
- L. **Local Bicycle Master Plan/Local Pedestrian Master Plans:** Locally adopted plans that, at a minimum, examine existing conditions for walking and/or bicycling, and provide recommendations on improving the walking and/or bicycling environment, and prioritize these improvements. These plans may be stand-alone bicycle and pedestrian plans or may be a joint plan that addresses both walking and bicycling.
- M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.
- N. **Measure B:** Alameda County’s half-cent transportation sales tax, originally approved in 1986, then reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- O. **Measure BB:** Alameda County voters approved Measure BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

- P. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.
- Q. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).
- R. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- S. **Project Completion/Closeout:** Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.
- T. **Scoping and Project Feasibility:** Early capital project phases that identify project needs, costs and implementation feasibility.
- U. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately \$12 million per year through a \$10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs (with the funding distribution noted in parenthesis): local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Bicycle and Pedestrian Safety Fund Allocations

- A. These implementation Guidelines provide guidance on two types of Bicycle and Pedestrian Safety allocation processes for Measure B and Measure BB funds: 1) Direct Local Distribution funds and grants.

1. Bicycle and Pedestrian Direct Local Distribution (DLD) Funds

- a. *General:* The Bicycle and Pedestrian DLD Funds are distributed to cities in the county and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects, and the development and implementation of bicycle and pedestrian programs. These funds are intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

For Measure B, the DLD funds constitute seventy-five percent of the total Measure B bicycle/pedestrian funds. For Measure BB, three percent of total net Measure BB revenues are identified for the Measure BB bicycle/pedestrian DLD program. Each city and Alameda County will receive their proportional share of the DLD based on population over the life of the Measure (which share shall be adjusted annually as described in the Master Programs Funding Agreement). These funds are allocated on a monthly basis directly to each city and the County.

- b. *Eligible Uses:* The Measure B and Measure BB Bicycle/Pedestrian DLD funds may be used for capital projects, programs, or plans that directly address bicycle and pedestrian access, convenience, safety, and usage. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital Projects, including:

- a. New pedestrian facilities (e.g. sidewalks, curb ramps, countdown signals, accessible signals)
- b. Improvements to existing pedestrian facilities

- c. New bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)
 - d. Improvements or upgrades to existing bikeways
 - e. Maintenance of bicycle and pedestrian facilities
 - f. Crossing improvements (at intersections, interchanges, railroads, freeways, etc.) for pedestrians and bicyclists
 - g. Bicycle parking facilities, including construction, maintenance and operations
 - h. ADA on-street improvements
 - i. Signage for pedestrians and/or bicyclists
 - j. Pedestrian and bicycle access improvements to, from and at transit facilities
 - k. Traffic calming projects
 - l. All phases of capital projects, including feasibility studies, planning, and environmental
 - 2) Development of Local Bicycle and/or Pedestrian Master Plans, and updates of Plans
 - 3) Compliance with complete streets policies, to comply with the California Complete Streets Act of 2008, as specified in Section 6.
 - 4) Design and implementation of education, enforcement, outreach, and promotion programs
 - 5) Direct staff and consultant costs to develop, plan, implement, operate, and maintain the bicycle and pedestrian projects and programs.
 - 6) Maintenance of the portion of the street most often used for bicycling (such as bicycle lanes)
 - 7) Bicycle/pedestrian capital projects on non-city property, such as on school district property.
 - 8) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report
 - 9) Crossing guards
 - 10) Direct staff training costs directly related to implementation of projects, plans, or programs implemented with the Bicycle and Pedestrian Safety Funds
- c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B Bicycle/Pedestrian pass-through funds:
- 1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation
 - 2) Repaving of the entire roadway (see “Eligible Uses” above for exceptions)

- 3) Capital projects, programs, or plans that do not directly address bicycle and pedestrian access, convenience, safety, and usage
 - 4) Projects or programs that exclusively serve city/county staff
 - 5) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan
- d. *List of Projects/Programs:* All projects and programs that use Measure B and Measure BB Bicycle and Pedestrian Safety DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for bicycle and pedestrian safety. These projects and programs may be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:
- 1) List of projects on which to specifically spend Measure B/BB funds
 - 2) Local Bicycle and/or Pedestrian Master Plan with priority projects
 - 3) Capital Improvement Program
 - 4) A resolution, such as to submit a grant application
2. Bicycle and Pedestrian Grant Funds
- a. The Alameda CTC will administer a bicycle and pedestrian discretionary grant program using a portion of each of the Measure B, Measure BB, and the VRF Bicycle and Pedestrian Safety funds. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will publicize each grant funding cycle.
 - b. Local jurisdictions, transit operators and Community Based Organizations (CBO) in Alameda County may be eligible for these competitive funds as determined by the Alameda CTC discretionary processes and the *Grant Program Guidelines*.

Section 6. Complete Streets Policy Requirement

- A. To receive Measure B, Measure BB, and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:
1. Have an adopted complete streets policy
 2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 - b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Local Bicycle/Pedestrian Master Plan Requirement

- A. To receive Measure B, Measure BB, and VRF funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans. The Alameda CTC will provide technical assistance and funding to local jurisdictions to meet these requirements through the competitive Bicycle and Pedestrian Safety Grant Program. Jurisdictions may also use DLD funds for the development of local bicycle and pedestrian master plans.
1. Have an adopted Local Pedestrian Master Plan AND Local Bicycle Master Plan, OR have an adopted combined Local Pedestrian and Bicycle Plan; or demonstrate that the plan is being developed and will be adopted.
 2. Each plan must be updated, at a minimum, every five years.
 3. Each plan must include core elements to ensure that the plan is effective, and that plans throughout the county are comparable, to the extent that is reasonable, to facilitate countywide planning. The Alameda CTC will develop and maintain guidelines outlining these core elements.

Section 8. Advancement of Direct Local Distribution Funds

- A. The Alameda CTC may consider advancing future year Direct Local Distribution funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC's Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

- A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC's Commission.

**Alameda County Transportation Commission
Implementation Guidelines for
the Local Streets and Roads Program Funded through
Measure B, Measure BB, and Vehicle Registration Fees**

Section 1. Purpose

- A. To delineate the eligible uses of Local Streets and Roads funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, and Vehicle Registration Fees (VRF) Direct Local Distribution funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:
1. Provide guidance on Local Streets and Roads funds eligible uses and expenditures.
 2. Define the terms in the Master Programs Funding Agreements.
 3. Guide Local Streets and Roads Program implementation.

Section 2. Authority

- A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Local Streets and Roads funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

- A. Alameda CTC developed Implementation Guidelines for the Local Streets and Roads funds to clarify eligible fund uses and expenditures in association with Master Program Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as “pass-through funds”). The Expenditure Plan allocates 22.34 percent of Measure B funds for Local Streets and Roads programs and projects. In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. The VRF includes 60 percent of net revenues for a Local Streets and Roads Program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, which allocates 20.00 percent of funds for a Local Streets and Roads program. New Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

- A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).
- B. **Bike parking:** Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.

- C. **Bikeways and multiuse paths:** Bike lanes, bike boulevards, sidepaths, bike routes, multiuse pathways, at-grade bike crossings, and maintenance of bikeway facilities.
- D. **Bridges and tunnels:** Crossings above or below grade for bicycles, pedestrians, and/or autos and transit.
- E. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.
- F. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)
- G. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

“(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”
- H. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).
- I. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Local Streets and Roads programs funded through the Alameda CTC Master Programs Funding Agreements.
- J. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Local Streets and Roads projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Local Streets and Roads funds.
- K. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).
- L. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.
- M. **Environmental documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- N. **Equipment and new vehicles:** Purchase or lease of vehicles and equipment for service improvements, such as information dissemination, fare collection, etc.
- O. **Grants:** Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

Alameda CTC Local Streets and Roads Program Implementation Guidelines

- P. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers’ salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.
- Q. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.
- R. **Measure B:** Alameda County’s half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- S. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.
- T. **Pedestrian crossing improvements:** At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.
- U. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- V. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:
1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
 2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
 3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City
 4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area
- W. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.
- X. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.
- Y. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.
- Z. **Signage:** Warning, regulatory, wayfinding, or informational signage.
- AA. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.
- BB. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.
- CC. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.
- DD. **Vehicle Registration Fee (VRF):** Measure F, Alameda County’s VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately \$12 million per year through a \$10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds

four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Local Streets and Roads Fund Allocations

A. These Implementation Guidelines provide guidance on the Local Streets and Roads Fund allocation process for Measure B, Measure BB, and VRF Direct Local Distribution funds.

1. Measure B and Measure BB Local Streets and Roads Direct Local Distribution (DLD) Funds

- a. *General:* Alameda CTC distributes Measure B and Measure BB Local Streets and Roads DLD funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads, including repaving streets, filling potholes, and upgrading local transportation infrastructure. These funds are intended to maintain and improve local streets and roads in Alameda County, and may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation uses as approved through a public process by the jurisdiction.

The DLD funds constitute 100 percent of the total Measure B and Measure BB Local Streets and Roads funds. Each city and Alameda County will receive their proportional share (which share shall be adjusted annually as described in the Master Programs Funding Agreement) of the local transportation DLD funds within their sub-area based on a formula weighted 50 percent by the population of the jurisdiction within the sub-area and 50 percent on the number of road miles within the sub-area. These funds are allocated on a monthly basis directly to each city and the County. DLD funds must be placed in separate accounts for the Measure B, Measure BB, and VRF programs.

- b. *Eligible Uses:* The Measure B and Measure BB Local Streets and Roads DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve local streets and roads and local transportation. Eligible uses for these funds include, but are not necessarily limited to:

- 1) Capital projects, including:
 - a) All phases of capital projects, including feasibility studies, planning, and environmental
 - b) Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways
 - c) Street resurfacing and maintenance including repaving and resurfacing of on-street surfaces including striping
 - d) Improvements or upgrades to bridges and tunnels
 - e) Installation of or upgrades to sidewalks and curb ramps
 - f) Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations
 - g) Purchase or lease of equipment or new vehicles for local streets and roads improvements

- h) Crossing improvements including traffic signals, signage, and traffic lights (at intersections, interchanges, railroads, freeways, etc.) for drivers, pedestrians, and bicyclists
- i) Improvements to or installation of new pedestrian facilities (e.g., sidewalks, curb ramps, countdown signals, accessible signals, at-grade bike crossings)
- j) Improvements or upgrades to or installation of new bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)
- k) Maintenance of or installation of bicycle and pedestrian facilities, including construction, maintenance, and operations of bike parking facilities.
- l) Pedestrian and bicycle access improvements to, from and at transit facilities
- m) Traffic calming projects
- 2) Transit system operations, operations of traffic signal system controls and interconnections, and corridor monitoring and management
- 3) Mass transit project operations including bus, ferry, shuttle, rail, and Welfare to Work services
- 4) Paratransit services
- 5) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report
- 6) Direct staff training costs directly related to implementation of projects or programs implemented with the Local Streets and Roads Funds
- c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B Local Streets and Roads DLD funds:
 - 1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation
 - 2) Capital projects, programs, maintenances, or operations that do not directly improve local streets and roads and local transportation
 - 3) Projects or programs that exclusively serve city/county staff
 - 4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan
- d. *List of Projects/Programs:* All projects and programs that use Measure B and Measure BB Local Streets and Roads DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for local streets and roads projects. These projects and programs must be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:
 - 1) List of projects on which to specifically spend Measure B funds

- 2) Local Streets and Roads Master Plan with priority projects
- 3) Capital Improvement Program
- 4) A resolution, such as to submit a grant application

2. VRF Local Streets and Roads DLD Funds

- a. *General:* Alameda CTC distributes VRF Local Streets and Roads DLD Funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The DLD funds constitute 100 percent of the total VRF Local Streets and Roads funds and are distributed among the four planning areas of the county. VRF local streets and roads DLD funds within the geographic planning area are based on a formula weighted 50 percent by the population of the jurisdiction within the planning area and 50 percent of the number of registered vehicles in the planning area. VRF local streets and roads funds will be distributed by population within a planning area. Allocations may change in the future based on changes in population and number of registered vehicle figures. Recipients are not required to enter into a separate agreement with Alameda CTC prior to receipt of such funds. Agencies will maintain all interest accrued from the VRF Local Road Program DLD funds within the program. These funds are allocated on a monthly basis directly to each city and the County. DLD funds must be placed in separate accounts for the Measure B, Measure BB, and VRF programs.

- b. *Eligible Uses:* The VRF Local Streets and Roads DLD funds may be used for improving, maintaining, and rehabilitating local roads and traffic signals. It will also incorporate the Complete Streets practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible uses for these funds include, but are not necessarily limited to:

- 1) Street repaving and rehabilitation, including curbs, gutters and drains
- 2) Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- 3) Signage and striping on roadways, including traffic and bicycle lanes and crosswalks
- 4) Sidewalk repair and installation
- 5) Bus stop improvements, including bus pads, turnouts and striping
- 6) Improvements to roadways at rail crossings, including grade separations and safety protection devices
- 7) Improvements to roadways with truck or transit routing

- c. *Ineligible Uses:* The following is a list of ineligible uses of VRF Local Streets and Roads DLD funds:

- 1) Non-transportation projects such as fees charged to capital construction projects for services or amenities that are not related to transportation

- 2) Projects or programs that are not directly related to streets and roads improvements
- 3) Projects or programs that exclusively serve city/county staff
- 4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

Section 6. Complete Streets Policy Requirement

- A. To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Streets policies:
1. Have an adopted Complete Streets policy.
 2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 - b. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Governor’s Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Pavement Condition Index Reporting

- A. To receive Measure B, Measure BB, and VRF funds, local jurisdictions must do both of the following with respect to the reporting of an agency’s pavement condition (PCI) index:
1. Annually report on the citywide pavement condition index (PCI), which rates the “health” of local streets from 1 to 100, in the Annual Program Compliance Report Form. Where applicable, this information will be consistent with material provided for MTC reporting requirements.
 2. If the PCI falls below a total average index of 60 (fair condition), specify in the Annual Program Compliance Report what funding amounts, policies, or other needs are required to enable increasing the recipient’s PCI to 60 or above.

Section 8. Advancement of Direct Local Distribution Funds

- A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

- A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

**Alameda County Transportation Commission
Implementation Guidelines for
the Mass Transit Program Funded through
Measure B, Measure BB, and Vehicle Registration Fees**

Section 1. Purpose

- A. To delineate eligible uses of Mass Transit funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B, Measure BB, Vehicle Registration Fees (VRF) Direct Local Distributions and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:
1. Provide guidance on Mass Transit funds eligible uses and expenditures.
 2. Define the terms in the Master Programs Funding Agreements.
 3. Guide Mass Transit Program implementation.

Section 2. Authority

- A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Mass Transit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

Alameda CTC developed Implementation Guidelines for the Mass Transit funds to clarify eligible fund uses and expenditures in association with Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as “pass-through funds”). In 2012, the Master Programs Funding Agreements were updated to include the voter approved Measure F - Vehicle Registration Fee (VRF) program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

- A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).
- B. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.
- C. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

- D. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Mass Transit programs funded through the Alameda CTC Master Programs Funding Agreements.
- E. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of Alameda CTC-funded Mass Transit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Mass Transit funds.
- F. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).
- G. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.
- H. **Environmental documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- I. **Equipment and new vehicles:** Purchase or lease of vehicles. Equipment for service improvements, such as information dissemination, fare collection, etc.
- J. **Express bus service:** Either of these types of rapid bus service:
 - 1. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone.
 - 2. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of the rapid buses such as color-coded buses and stops, and enhanced stations.
- K. **Grants:** Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.
- L. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers’ salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.
- M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.
- N. **Measure B:** Alameda County’s half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- O. **Measure BB:** Alameda County voters approved Measure BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- P. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

- Q. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- R. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:
1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
 2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
 3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City
 4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area
- S. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.
- T. **Safety improvements:** Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.
- U. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.
- V. **Vehicle Registration Fee (VRF):** Measure F, Alameda County’s VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately \$11 million per year through a \$10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).
- W. **Welfare to Work:** Transit services to enhance transportation opportunities for persons making the transition from welfare to work.

Section 5. Mass Transit Fund Allocations

- A. These Implementation Guidelines provide guidance on the Mass Transit Fund allocation process for Measure B and Measure BB Direct Local Distribution funds and Measure B Express Bus Services Grant Program and VRF Transit for Congestion Relief Program funds.
1. Measure B Mass Transit Direct Local Distribution (DLD) Funds
 - a. *General:* Alameda CTC distributes Measure B and Measure BB Mass Transit DLD Funds to transit operators in Alameda County to be spent on maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. Transit operators in Alameda County receive their proportional share of mass transit DLD funds based on percentages of net revenues generated by the Measure B and Measure BB sales and use taxes (which share shall be adjusted annually as described in the Master Programs Funding Agreement). These funds are allocated on a monthly basis directly to each transit operator.
 - b. *Eligible Uses:* The Measure B and Measure BB Mass Transit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve mass transit services. Eligible uses for these funds include, but are not necessarily limited to:

- 1) Capital projects, including:
 - a) All phases of capital projects, including feasibility studies, planning, and environmental
 - b) Upgrades to or expansions to bus, ferry, rail, and shuttle infrastructure
 - c) Purchase or lease of equipment or new vehicles for transit services
 - 2) Mass transit system operations and services, including commuter rail; express, local, and feeder bus; and ferry
 - 3) Paratransit services
 - 4) Welfare to Work services
 - 5) Direct staff and consultant costs to develop, plan, implement, operate and maintain transit projects and programs
 - 6) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report
 - 7) Direct staff training costs directly related to implementation of projects or programs implemented with the Mass Transit Funds
 - c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B and Measure BB Mass Transit DLD funds:
 - 1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation
 - 2) Capital projects, programs, maintenances, or operations that does not directly improve mass transit services
 - 3) Projects or programs that exclusively serve city/county staff
 - 4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.
2. Measure B Express Bus Services Grant Program Funds
- a. The Measure B Expenditure Plan dedicates 0.7 percent of net revenues for the Countywide Express Bus Service fund for express bus service projects. The Alameda CTC will administer a Measure B Countywide Express Bus Services discretionary grant program. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will widely publicize each grant funding cycle.
 - b. Two agencies are eligible to receive express bus services grant funds:
 - 1) Alameda-Contra Costa Transit District (AC Transit)
 - 2) Livermore Amador Valley Transit Authority (LAVTA)Fund recipients must enter into a separate agreement with Alameda CTC.
3. VRF Transit for Congestion Relief Program Funds

- a. The VRF Expenditure Plan dedicates 25 percent of net revenues for transit projects that provide congestion relief. Alameda CTC awards VRF Transit for Congestion Relief Grant Program funds on a discretionary basis. These funds are intended to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Fund recipients must enter into a separate agreement with Alameda CTC.
- b. *Eligible Uses:* VRF Transit for Congestion Relief Grant Program Guidelines provide program eligibility and fund usage guidelines and requirements, definitions of terms, evaluation criteria, award details, and monitoring requirements.

Section 6. Advancement of Direct Local Distribution Funds

- A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

- A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

**Alameda County Transportation Commission
Implementation Guidelines for the
Paratransit Program Funded through
Measure B and Measure BB**

Section 1. Purpose

- A. To delineate eligible uses of Paratransit funds authorized under Alameda County Transportation Commission Master Programs Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of Measure B and Measure BB Direct Local Distributions funds and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:
1. Provide guidance on Paratransit funds eligible uses and expenditures.
 2. Define the terms in the Master Programs Funding Agreements.
 3. Guide Paratransit Program implementation.

Section 2. Authority

- A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Paratransit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

- A. Alameda CTC developed Implementation Guidelines for the Paratransit funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements for the November 2000 voter-approved Measure B Direct Local Distribution (formally known as “pass-through funds”). In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds. The expenditure plans allocates 10.45 percent of Measure B funds and 10 percent of Measure BB funds for special transportation for seniors and people with disabilities (paratransit) programs and projects.

Section 4. Definition of Terms

- A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County (the Measure B sales tax programs approved in 1986 and 2000).
- B. **Americans with Disabilities Act (ADA):** According to the U.S. Equal Employment Opportunity Commission, originally passed in 1990 and revised in 2008, a law that prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA also requires reasonable accommodations for individuals with disabilities and has resulted in the removal of many barriers to transportation and in better access for seniors and people with disabilities.

- C. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion. For paratransit programs, may be an investment in vehicles or equipment directly related to providing paratransit services.
- D. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).
- E. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Paratransit programs funded through the Alameda CTC Master Programs Funding Agreements.
- F. **Customer service and outreach:** Customer service functions as well as costs associated with marketing, education, outreach, and promotional campaigns and programs.
- G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Paratransit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Paratransit funds.
- H. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).
- I. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.
- J. **Environmental documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- K. **Grants:** Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.
- L. **Group trips:** One-way passenger trips considered group trips. Includes vehicle operation and contracts. See individual demand-response trips.
- M. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers’ salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.
- N. **Individual demand-response trips:** Taxi service, door-to-door trips, and van trips that passengers request on demand. Includes actual operation cost and contracts for vehicle operation, scheduling, dispatching, vehicle maintenance, supervision, and fare collection (including ticket or scrip printing and sales) for the purpose of carrying passengers.
- O. **Maintenance:** Repairs, renovation, or upgrade of existing facility, infrastructure, or vehicles.
- P. **Management:** Direct staffing costs and benefits to manage programs, projects, and services.
- Q. **Meal delivery:** Service that includes costs associated with vehicle operation, scheduling, dispatching, vehicle maintenance, and supervision for the purpose of delivering meals, whether provided in-house, through contracts, via taxicab, or by grantees. See Meals on Wheels.
- R. **Meals on Wheels:** Service that is part of a Senior Nutrition Program and provides delivery of meals to seniors and people with disabilities. See meal delivery.

- S. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- T. **Measure BB:** Alameda County voters approved Measure BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.
- U. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.
- V. **Paratransit Advisory and Planning Committee:** Originally named by the Measure B Expenditure Plan as the Alameda County Paratransit Coordinating Council, the Alameda CTC committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.
- W. **Paratransit service:** Transportation services for seniors and people with disabilities including ADA-mandated or non-mandated shuttle or fixed-route services, including door-to-door services, group trips, and individual demand-response trip services; taxi programs; Meals on Wheels or meal delivery; volunteer driver programs; and purchase of EBP tickets.
- X. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- Y. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.
- Z. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.
- AA. **Shuttle or fixed-route trips:** Shuttle service or fixed-route bus service, for example. Includes vehicle operation and contracts. See individual demand-response trips.

Section 5. Paratransit Fund Allocations

- A. These Implementation Guidelines provide guidance on the Paratransit Fund allocation process for Measure B and Measure BB Direct Local Distribution funds and Paratransit Gap Grant Program funds.
 - 1. Measure B and Measure BB Paratransit Direct Local Distribution Funds
 - a. *General:* Alameda CTC distributes Measure B and Measure BB Paratransit Direct Local Distribution (DLD) Funds to fixed-route public transit operators that are required to provide transportation services mandated by the ADA; and to cities in Alameda County and the County to provide non-mandated services, aimed at improving mobility for seniors and persons with disabilities.
 - 1) A portion of the funds as defined in the Master Programs Funding Agreement are local DLD funds distributed to Alameda County cities to provide non-mandated transportation services for seniors and people with

disabilities allocated to each city operating paratransit service through a census-based funding formula that is developed by PAPCO and approved by the Alameda CTC Commission.

- 2) A portion of the funds as defined in the Master Programs Funding Agreement are DLD funds distributed to Alameda County's primary mandated ADA service provider, East Bay Paratransit Consortium.
 - b. *Eligible Uses:* The Measure B and Measure BB Paratransit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve paratransit services. Eligible uses for these funds include services as defined in Attachment A, as well as, but not limited to:
 - 1) Direct staff and consultant costs to develop, plan, implement, manage, operate and maintain paratransit projects and programs
 - 2) Direct staff and consultant costs to provide customer service and outreach for paratransit projects and programs
 - 3) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report
 - 4) Direct staff training costs directly related to implementation of projects or programs implemented with the Paratransit Funds
 - c. *Ineligible Uses:* The following is a list of ineligible uses of Measure B and Measure BB Paratransit DLD funds:
 - 1) Non-transportation projects or services such as fees charged to capital construction projects for services or amenities not related to transportation
 - 2) Capital projects, programs, maintenance, or operations that do not directly improve paratransit services
 - 3) Projects or programs that exclusively serve city/county staff
 - 4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.
2. Measure B and Measure BB Paratransit Discretionary Grant Program Funds
- a. The Measure B Expenditure Plan dedicates 1.43 percent of the funds for gaps in services to be recommended by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services. The Alameda CTC will administer a Measure B Paratransit discretionary grant program.
 - b. The Measure BB Expenditure Plan dedicates 1.0 percent of the funds for paratransit coordination and services to meet the needs of seniors and people with disabilities. The Alameda CTC will administer a Measure B Paratransit discretionary grant program.
 - c. The Alameda CTC adopt Grant Program Guidelines through its programming and allocation processes to guide the grant allocations.
 - d. Gap funds provide Alameda County with the opportunity to be innovative and explore alternative service delivery mechanisms in the face of a senior and disability population expected to grow substantially over the next 30 years. The population of people likely to need paratransit service is expected to outpace the growth in sales tax revenues that fund

paratransit programs in Alameda County, including city-based programs and ADA-mandated services.

- e. Gap funds provide an opportunity to minimize the differences in service experienced by consumers based on their geographic location.

Section 6. Advancement of Direct Local Distribution Funds

- A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

- A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities Program

Implementation Guidelines

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B (2000), Measure BB (2014) and Vehicle Registration Fee (VRF, 2010) revenues under the Special Transportation for Seniors and People with Disabilities Program (Paratransit). All programs funded partially or in their entirety through these sources, including ADA-mandated paratransit services, city-based non-mandated programs and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service.

Fund recipients are able to select which of these service types are most appropriate for their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs. Ultimately, whether a destination is important should be determined by the consumer.

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
ADA Paratransit	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
Door-to-Door Service	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
Taxi Subsidy	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
Specialized Accessible Van	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
Accessible Shuttles	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
Group Trips	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
Volunteer Drivers	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort
Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/ Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities
Meal Delivery Programs	N/A	N/A	N/A	Meal delivery programs currently funded by Measure B may continue, but new programs may not be established.
Capital Expenditures	N/A	Accessible	N/A	Seniors and people with disabilities

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
Hospital Discharge Transportation Service (HDTs)/Wheelchair Scooter Breakdown Transportation Service (WSBTS)	Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles

Note on ADA Mandated Paratransit: Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B and BB or the VRF are subject to the terms of the Master Programs Funding Agreement.

Interim Service for Consumers Awaiting ADA Certification: At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers awaiting ADA certification. Service must be provided within three business days of receipt of application.

Note on Capital Expenditures: Any capital expenditures within the eligible service categories must be consistent with the objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program described above and are subject to review by Alameda CTC staff prior to implementation.

City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p>Eligible Populations include:</p> <ol style="list-style-type: none"> 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. <p><i>Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in FY 11/12, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.</i></p> <p><i>Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available any five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs must accept reservations between the hours of 9 am and 5 pm Monday – Friday (excluding holidays).</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.</p>

City-based Door-to-Door Service Guidelines	
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip basis. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.</p> <p>Programs may impose per person trip limits to due to budgetary constraints, but any proposed trip limitations that are based on trip purpose must be submitted to Alameda CTC staff for review prior to implementation.</p>

Taxi Subsidy Program Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis.</p> <p>The availability of accessible taxi cabs varies by geographical area and taxi provider, but programs should expand availability of accessible taxi cabs where possible in order to fulfill requests for same-day accessible trips.</p>
Eligible Population	<p>Eligible Populations include:</p> <ol style="list-style-type: none"> 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. <p><i>Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who were enrolled in the program in FY 11/12 and have continued to use it regularly, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.</i></p> <p><i>Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City</i></p>

Taxi Subsidy Program Guidelines	
	<p><i>Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</i></p> <p><i>ADA-mandated providers that are not also city-based providers (East Bay Paratransit and LAVTA) are not required to provide service to seniors 80 years or older without ADA eligibility.</i></p>
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	<p>Programs must subsidize at least 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total monetary subsidy per person per year.</p>
Other	Programs may also use funding to provide incentives to drivers and/or transportation providers to ensure reliable service. Incentives are often utilized to promote accessible service. Planned expenditures on incentives are subject to review by Alameda CTC staff prior to implementation.

City-based Specialized Accessible Van Service Guidelines	
Service Description	<p>Specialized Accessible van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. This service category is not intended to be as comprehensive as primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi programs), but should be a complementary supplement in communities where critical needs for accessible trips are not being adequately met by the existing primary services. Examples of unmet needs might be a taxi program without accessible vehicles, medical trips for riders with dementia unable to safely take an ADA-mandated trip, or trips outside of the ADA-mandated service area. When possible, a priority for this service should be fulfilling requests for same-day accessible trips.</p> <p>This service may make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides.</p>
Eligible Population	At discretion of program sponsor with local consumer input.

Time & Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor with local consumer input.
Other	Specialized Accessible van programs must demonstrate that they are providing trips at an equal or lower cost to the provider than the ADA-mandated provider on a cost per trip basis, except if providing same-day accessible trips. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.

Accessible Shuttle Service Guidelines	
Service Description	<p>Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers, e.g. senior centers, medical facilities, grocery stores, BART and other transit stations, community centers, commercial districts, and post offices.</p> <p>Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, such as going into parking lots or up to the front entrance of a senior living facility. Shuttles are often designed to serve active seniors who do not drive but are not ADA paratransit registrants.</p>
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor, but cannot exceed local ADA paratransit fares. Fares may be scaled based on distance.

Accessible Shuttle Service Guidelines	
Cost of Service	By end of the second fiscal year of service, the City's cost per one-way person trip cannot exceed \$20, including transportation and direct administrative costs. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.
Other	<p>Shuttles are required to coordinate with the local fixed route transit provider.</p> <p>Shuttle routes and schedules should be designed with input from the senior and disabled communities and to ensure effective design, and any new shuttle plan must be submitted to Alameda CTC staff for review prior to implementation.</p> <p>Deviations and flag stops are permitted at discretion of program sponsor.</p>

Group Trips Service Guidelines	
Service Description	Group trips are round-trip rides for pre-scheduled outings, including shopping trips, sporting events, and community health fairs. These trips are specifically designed to serve the needs of seniors and people with disabilities and typically originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

Volunteer Driver Service Guidelines	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are typically not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. Programs may use staff to complete intake or fill gaps. This service meets a key mobility gap by serving more vulnerable populations and should complement existing primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi).</p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers on any service eligible for paratransit funding, when they are unable to travel in a private vehicle.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use funds for administrative purposes and/or to pay for volunteer mileage reimbursement purposes (not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates) or an equivalent financial incentive for volunteers.

Mobility Management and/or Travel Training Service Guidelines	
Service Description	<p>Mobility management services cover a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage. Mobility management activities often include education and outreach which play an important role in ensuring that people use the "right" service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a group trips service for grocery shopping.</p>
Eligible Population	At discretion of program sponsor.

Mobility Management and/or Travel Training Service Guidelines	
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	For new mobility management and/or travel training programs, to ensure effective program design, a plan with a well-defined set of activities must be submitted to Alameda CTC staff for review prior to implementation.

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service eligible for paratransit funding and/or fixed-route transit for customers who are low-income and can demonstrate financial need.
Eligible Population	<p>Subsidies can be offered to low-income consumers with demonstrated financial need who are currently eligible for an Alameda County ADA-mandated or city-based paratransit program.</p> <p>Low income requirements are at discretion of program sponsors, but the requirement for household income should not exceed 50% AMI (area median income).</p>
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	<p>Low-income requirements and the means to determine and verify eligibility must be submitted to Alameda CTC staff for review prior to implementation.</p> <p>If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of a program sponsor's Alameda CTC distributed funding may be used for the ticket subsidy.</p> <p>Other services or purposes proposed for scholarship and/or fare subsidy must be submitted to Alameda CTC staff for review prior to implementation.</p>

Meal Delivery Funding Guidelines	
Service Description	Meal Delivery Funding programs provide funding to programs that deliver meals to the homes of individuals who are generally too frail to travel outside to congregate meal sites. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating funding programs may continue, but new meal delivery funding programs may not be established.

Capital Expenditures Guidelines	
Description	Capital expenditures are eligible if directly related to the implementation of a program or project within an eligible service category, including but not limited to, purchase of scheduling software, accessible vehicles and equipment and accessibility improvements at shuttle stops.
Eligible Population	N/A
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Capital expenditures are to support the eligible service types included in the Implementation Guidelines and must be consistent with objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program. Planned expenditures are subject to review by Alameda CTC staff prior to implementation.

Hospital Discharge Transportation Service (HDTs)/ Wheelchair Scooter Breakdown Transportation Service (WSBTS)	
Service Description	These are specialized Countywide services providing accessible, door-to-door trips on a same-day basis in case of hospital discharge or mobility device breakdown. These services are overseen by the Alameda CTC.
Eligible Population	At discretion of Alameda CTC. Targeted towards seniors and people with disabilities without other transportation options who need trips on a same-day basis in case of hospital discharge or mobility device breakdown.
Time & Days of Service	At discretion of Alameda CTC.
Fare (Cost to Customer)	No cost to consumer.

Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities Program

Performance Measures

The Alameda CTC collects performance data from all programs funded with Alameda County Measure B (2000), Measure BB (2014) and Vehicle Registration Fee (VRF, 2010) revenues. All programs funded partially or in their entirety through these sources must at a minimum report annually through the Annual Compliance Report for Direct Local Distribution (DLD) funding on the performance measures identified within the Implementation Guidelines for each DLD program.

The performance measures for the Measure B and Measure BB Direct Local Distribution (DLD) funding distributed through the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, which funds ADA-mandated paratransit services, city-based non-mandated paratransit programs and discretionary grant-funded projects, are identified below. Additional performance-related data may be required through separate discretionary grant guidelines or to report to the Alameda CTC's Commission or one of its community advisory committees.

ADA-mandated Paratransit
<ul style="list-style-type: none"> • Number of one-way trips provided • Total Measure B/BB cost per one-way trip (<i>Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.</i>)

City-based Door-to-Door Service
<ul style="list-style-type: none"> • Number of one-way trips provided • Total Measure B/BB cost per one-way trip (<i>Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.</i>)

Taxi Subsidy Program

- Number of one-way trips provided
- Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

City-based Specialized Accessible Van Service

- Number of one-way trips provided
- Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

Accessible Shuttle Service

- Total ridership *(One-way passenger boardings)*
- Total Measure B/BB cost per one-way passenger trip *(Total Measure B/BB program cost during period divided by the total ridership during period.)*

Group Trips Service

- Number of one-way passenger trips provided
- Total Measure B/BB cost per passenger trip *(Total Measure B/BB program cost during period divided by the number of passenger trips provided during period.)*

Volunteer Driver Service

- Number of one-way trips provided
- Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

Mobility Management Service

- Number of contacts provided with mobility management support
- Total Measure B/BB cost per individual provided with mobility management support *(Total Measure B/BB program cost during period divided by the number of individuals provided with support during period.)*

Travel Training Service

- | |
|--|
| <ul style="list-style-type: none">• Number of individuals trained• Total Measure B/BB cost per individual trained (<i>Total Measure B/BB program cost during period divided by the number of individuals trained during period</i>) |
|--|

Scholarship/Subsidized Fare Program

- | |
|--|
| <ul style="list-style-type: none">• Number of unduplicated individuals who received scholarship/subsidized fares• Number of one-way fares/tickets subsidized• Total Measure B/BB cost per subsidy (<i>Total Measure B/BB program cost during period divided by the number of subsidized fares/tickets during period</i>) |
|--|

Meal Delivery Funding

- | |
|--|
| <ul style="list-style-type: none">• Number of meal delivery trips• Total Measure B/BB cost per meal delivery trip (<i>Total Measure B/BB program cost during period divided by the number of meal delivery trips during period</i>) |
|--|

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: 2016 State Transportation Improvement Program Update

RECOMMENDATION: Receive an update on the 2016 Regional Transportation Improvement Program (RTIP) for Alameda County.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The Price-Based Excise Tax serves as the primary revenue source for the STIP.

At the January 2016 meeting, the CTC amended the 2016 STIP Fund Estimate with a lower Price-Based Excise Tax Rate (Attachment A), resulting in a decreased statewide STIP capacity of approximately \$801 million over the Fund Estimate period. The Metropolitan Transportation Commission (MTC) Bay Region share of this reduction amounts to \$96 million (Attachment B). MTC is now requesting Bay Area Congestion Management Agencies (CMAs) to delete projects in their respective Regional Transportation Improvement Programs (RTIP) to achieve this target.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. Senate Bill 45 changed the transportation funding structure by modifying the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to MTC for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year (FY) during the five-year STIP period. Typically, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2016 STIP covers FYs 2016-2017 to 2020-21.

In May 2015, the CTC approved the assumptions for the 2016 STIP Fund Estimate (FE). In August 2015, the 2016 STIP FE was adopted by the CTC which included a statewide STIP capacity of \$46 million for any new projects that would need to be included in the STIP. Revenue assumptions were based in part on the Department of Finance estimation that the Price- Based Excise Tax Rate on gasoline would increase incrementally over the fund estimate period.

On January 7, 2016, the 2016-17 Governor's Budget was released, reflecting a lower Price-Based Excise Tax Rate than the Department of Finance projected in 2015. Because the Price-Based Excise Tax is the primary revenue source for the STIP, CTC amended the 2016 STIP FE with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$801 million over the fund estimate period. This means that in addition to no new projects for the upcoming STIP, programmed projects must be deleted or delayed.

The MTC Bay Region share of this reduction, based on CTC's STIP County share formula, amounts to \$96 million of which the Alameda County share is approximately \$19 million. MTC is now requesting Bay Area CMAs delete projects in their respective RTIPs to achieve this target. There are currently approximately \$240 million projects programmed in MTC Region's RTIP. The requested reduction calls for deletion of approximately 40% of the region wide programmed amount.

Alameda CTC along with other bay area CMAs have expressed concern regarding deletion of important projects within their respective counties and have requested MTC to treat this as a regional issue. For any projects deleted as a part of the 2016 STIP, staff has recommended MTC adopt a regional policy to prioritize those projects in the future STIP cycles.

In the upcoming weeks, MTC will be meeting CMAs individually analyzing the projects that may need to be deleted. Any updates to this issue will be presented to the Committees and Commission.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. CTC adopted Revised Fund Estimate Assumptions
- B. CTC Revised Fund Estimate Programming Targets
- C. Alameda County 2016 RTIP

Staff Contact:

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

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Memorandum

TAB 18

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 20-21, 2016

Reference No.: 4.17
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **REVISED 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND
ESTIMATE ASSUMPTION FOR THE PRICE-BASED EXCISE TAX RATE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve an updated Price-Based Excise Tax Rate assumption for the Amended 2016 State Transportation Improvement Program (STIP) Fund Estimate.

ISSUE:

Assumptions for the Amended 2016 STIP Fund Estimate provide the basis for forecasting available capacity for the 2016 STIP and the 2016 State Highway Operation and Protection Program. Revenue assumptions were based in part on the Department of Finance estimation that the Price-Based Excise Tax Rate on gasoline would increase incrementally over the fund estimate period. In May 2015, the Commission approved the assumptions for the 2016 STIP Fund Estimate. In August 2015, the 2016 STIP Fund Estimate was adopted by the Commission.

On January 7, 2016, the 2016-17 Governor's Budget was released, reflecting a lower projected 2016-17 Price-Based Excise Tax rate than was previously estimated by the Department of Finance. In response to the decreased rate, the Department worked with Commission staff to develop updated Price-Based Excise Tax Rate scenarios over the fund estimate period, including a Recommended Projection. These scenarios are detailed in the "Revised 2016 STIP Fund Estimate Assumption for the Price-Based Excise Tax Rate" attached.

Section 14525(d) of the Government Code states that the Commission may amend the Fund Estimate prior to March 1 of each even-numbered year. The Department has developed an Amended 2016 STIP Fund Estimate for adoption that incorporates the Recommended Projection. If the Commission chooses to approve an alternate Tax Rate scenario, the Department will provide an Amended Fund Estimate on the following day of the Commission meeting.

BACKGROUND:

On March 26, 2015, the Department presented the Draft Assumptions for the 2016 STIP Fund Estimate to Commissioners and Commission staff for their review. The Department worked with Commission staff to update and make any necessary changes to the assumptions and methodologies. The finalized assumptions were presented and approved by the Commission on May 28, 2015.

The 2016-17 Governor's Budget reflects a lower Price-Based Excise Tax Rate than the Department of Finance projected in 2015. Because the Price-Based Excise Tax is the primary revenue source for the STIP, lower rates have been incorporated into the updated Price-Based Excise Tax Rate scenarios, which will result in decreased STIP capacity over the fund estimate period.

Attachment



REVISED 2016 STIP FUND ESTIMATE ASSUMPTION FOR THE PRICE-BASED EXCISE TAX RATE

PREPARED BY
THE DEPARTMENT OF TRANSPORTATION
DIVISION OF BUDGETS

UPDATE TO THE FINAL ASSUMPTIONS

The Department has worked with Commission staff to update the 2016 STIP Fund Estimate (FE) Assumptions in order to reflect a decrease in the Price-Based Excise Tax Rate over the fund estimate period. The original Adopted 2016 STIP FE, and updated Rate scenarios, are explained in detail below:

Adopted 2016 STIP Fund Estimate Rates: Assumed a price-based excise tax rate on gasoline for 2016-17 of 14.1 cents per gallon, increasing to 18 cents prior the end of the FE period. This scenario utilized the 2015-16 Governor's Budget and February 2015 Department of Finance (DOF) projections, but assumed a higher Price-Based Excise Tax Rate on gasoline in the last two years of the FE period. This scenario incorporated annual growth rates on weight fee revenues and static gasoline and diesel fuel consumption. See the table titled "Adopted 2016 STIP Fund Estimate" on Page 3.

UPDATED SCENARIOS

Each of the following scenarios assume that all elements of the above approved assumption remain unchanged with the exception of price-based excise tax rates.

A - Recommended Projection: The Department has worked with Commission staff to develop a Rate scenario that mirrors the assumption that Price-Based Excise Tax Rates reach 18 cents prior to the end of the FE period, while reflecting lower rates in early years when compared to the original scenario. The linear approach to fiscal year Rate adjustments reflect the adopted assumption of an incremental increase in each year of the FE. Rates based on the Recommended Projection represent a middle-ground between other scenarios, and are projected to reduce STIP revenue by approximately \$801 million, and total revenue by approximately \$1 billion, when compared to the original scenario. See the table titled "A - Recommended Projection" on Page 3.

B - Adopted STIP Fund Estimate Indexed to 2016-17 Rate Projection: By adjusting the 2016-17 rate to reflect the updated DOF projection (rounded to the nearest cent) of 10 cents, rates for the remaining years of the FE period were reduced by 4.1 cents. This represents the most dramatic change in rates, and is projected to reduce STIP revenue by approximately \$1.3 billion, and total revenue by approximately \$1.6 billion, when compared to the original scenario. See the table titled "B - Adopted STIP Fund Estimate Indexed to Updated 2016-17 Rate Projection" on Page 3.

C - Department of Finance Projection (as of December 2015): In advance of the 2016 Board of Equalization meeting to set the 2016-17 price-based excise tax rate, the DOF released rate projections covering the FE period. This scenario represents the most conservative change in rates, and is projected to reduce STIP revenue by approximately \$198 million, and total revenue by approximately \$252 million, when compared to the original scenario. See the table titled "C - Department of Finance Rate Projection" on Page 3.

D - Projection Based on EIA Publication: The Energy Information Administration (EIA) produces the official energy statistics from the U.S. Government. The *Energy Outlook 2015* publication projects average national gasoline prices at the pump, including applicable taxes, through 2040. The Reference scenario includes a modest increase in crude oil prices, which

factors into a marginal increase in gasoline prices over the FE period. Average annual national prices were adjusted to California, based on a four-year historical comparison. Certain taxes were removed to reflect the methodology used to calculate the equivalent price-based excise tax rate for each fiscal year over the FE period. Rates based on the EIA *Energy Outlook 2015* are projected to reduce STIP revenue by approximately \$849 million, and total revenue by approximately \$1.1 billion, when compared to the original scenario. See the table titled “D - Projection Based on EIA Publication” below.

Adopted STIP Fund Estimate

Price-Based Excise Tax Rate	\$0.141	\$0.159	\$0.169	\$0.180	\$0.180	
Revenues (\$ in millions)	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Price-Based Excise Tax on Gas (Non-STIP)	\$1,181	\$1,250	\$1,306	\$1,337	\$1,358	\$6,432
Price-Based Excise Tax on Gas (STIP)	\$403	\$495	\$537	\$599	\$589	\$2,623

A - Recommended Projection

Price-Based Excise Tax Rate	\$0.100*	\$0.120	\$0.140	\$0.160	\$0.180	
Revenues (\$ in millions)	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Price-Based Excise Tax on Gas (Non-STIP)	\$1,111	\$1,184	\$1,257	\$1,303	\$1,358	\$6,214
Price-Based Excise Tax on Gas (STIP)	\$149	\$253	\$357	\$474	\$589	\$1,822

B - Adopted STIP Fund Estimate Indexed to Updated 2016-17 Rate Projection

Price-Based Excise Tax Rate	\$0.100*	\$0.118	\$0.128	\$0.139	\$0.139	
Revenues (\$ in millions)	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Price-Based Excise Tax on Gas (Non-STIP)	\$1,111	\$1,181	\$1,237	\$1,268	\$1,289	\$6,086
Price-Based Excise Tax on Gas (STIP)	\$149	\$241	\$283	\$345	\$335	\$1,352

C - Department of Finance Projection (as of December 2015)

Price-Based Excise Tax Rate	\$0.100*	\$0.170	\$0.164	\$0.177	\$0.186	
Revenues (\$ in millions)	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Price-Based Excise Tax on Gas (Non-STIP)	\$1,111	\$1,269	\$1,298	\$1,332	\$1,368	\$6,378
Price-Based Excise Tax on Gas (STIP)	\$149	\$563	\$506	\$581	\$626	\$2,425

D - Projection Based on EIA Publication

Price-Based Excise Tax Rate	\$0.100*	\$0.147	\$0.147	\$0.148	\$0.150	
Revenues (\$ in millions)	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Price-Based Excise Tax on Gas (Non-STIP)	\$1,111	\$1,230	\$1,269	\$1,283	\$1,307	\$6,201
Price-Based Excise Tax on Gas (STIP)	\$149	\$420	\$401	\$401	\$403	\$1,774

*Rate Based on Department of Finance Projection (rounded to nearest cent)

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REVISED 2016 STIP FUND ESTIMATE

Calculation of Programming Targets

(\$1,000's)

County		
Alameda	3.46153%	-19,565
Alpine	0.10287%	-581
Amador	0.23362%	-1,320
Butte	0.69068%	-3,904
Calaveras	0.27831%	-1,573
Colusa	0.18487%	-1,045
Contra Costa	2.36889%	-13,389
Del Norte	0.17261%	-976
El Dorado LTC	0.48442%	-2,738
Fresno	2.60703%	-14,735
Glenn	0.19363%	-1,094
Humboldt	0.69597%	-3,934
Imperial	1.22915%	-6,947
Inyo	0.95664%	-5,407
Kern	3.51423%	-19,863
Kings	0.51569%	-2,915
Lake	0.30234%	-1,709
Lassen	0.44252%	-2,501
Los Angeles	20.93443%	-118,325
Madera	0.47975%	-2,712
Marin	0.64742%	-3,659
Mariposa	0.18094%	-1,023
Mendocino	0.64993%	-3,674
Merced	0.85589%	-4,838
Modoc	0.23612%	-1,335
Mono	0.71072%	-4,017
Monterey	1.23216%	-6,964
Napa	0.42624%	-2,409
Nevada	0.36644%	-2,071
Orange	6.45388%	-36,478
Placer TPA	0.87885%	-4,967
Plumas	0.26385%	-1,491
Riverside	5.70656%	-32,254
Sacramento	3.27901%	-18,533
San Benito	0.22693%	-1,283
San Bernardino	6.56094%	-37,083
San Diego	7.33455%	-41,456
San Francisco	1.75681%	-9,930
San Joaquin	1.77716%	-10,045
San Luis Obispo	1.30867%	-7,397
San Mateo	1.78783%	-10,105
Santa Barbara	1.47372%	-8,330
Santa Clara	4.11222%	-23,243
Santa Cruz	0.70825%	-4,003
Shasta	0.75799%	-4,284
Sierra	0.12532%	-708
Siskiyou	0.51970%	-2,937
Solano	1.07293%	-6,064
Sonoma	1.31912%	-7,456
Stanislaus	1.31465%	-7,431
Sutter	0.30298%	-1,712
Tahoe RPA	0.16089%	-909
Tehama	0.38534%	-2,178
Trinity	0.27317%	-1,544
Tulare	1.62384%	-9,178
Tuolumne	0.30193%	-1,707
Ventura	2.19267%	-12,393
Yolo	0.63327%	-3,579
Yuba	0.23192%	-1,311
Statewide Regional	100.00000%	(565,216)
Interregional		(188,405)
TOTAL		(753,621)

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2016 Regional Transportation Improvement Program (RTIP)

Alameda									
				Project Totals by Fiscal Year					
Agency	PPNO	Project	Total	Prior	16-17	17-18	18-19	19-20	20-21
Alameda CTC	81J	East-West Connector in Fremont	12,000	-	-	-	12,000	-	-
BART	2103C	Daly City BART Station Intermodal Improvements	200	-	200	-	-	-	-
BART	2010C	BART Station Modernization Program (ALA) (14S-19)	3,726	-	-	-	3,726	-	-
Caltrans	New	US-101 Marin-Sonoma Narrows Seg B2 Phase 2	2,000	-	2,000	-	-	-	-
ACTC	2179	Planning, programming, and monitoring	2,201	-	886	750	565	-	-
MTC	2100	Planning, programming, and monitoring	406	-	131	135	140	-	-
BATA/Caltrans/MTC	9051A	Improved Bike/Ped Access to SFOBB East Span	3,063	-	-	3,063	-	-	-
		Total	23,596	-	3,217	3,948	16,431	-	-

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Paratransit Gap Grant Program: Cycle 5 FY 2016-17 Extensions

RECOMMENDATION: Approve a 1-year extension to the Cycle 5 Gap Grant Program

Summary

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45% of net 2000 Measure B revenues to the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, 1.45% of which is distributed through the Alameda CTC discretionary Gap Grant Program. The Cycle 5 Gap Grant program currently has eleven active grants totaling \$1.1 million that are proposed to be extended for FY 2016-17. The Paratransit Advisory and Planning Committee (PAPCO) provides recommendations to the Commission for items related to Paratransit funding and is scheduled to provide a funding recommendation in May 2016 for consideration by the Commission in June 2016.

Background

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45% of net Measure B revenues to the Paratransit program. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and city-based paratransit programs. From this amount, 1.45% is distributed through the Alameda CTC discretionary Gap Grant program, which funds projects intended to reduce the difference in special transportation services available to individuals in different geographic areas of Alameda County.

PAPCO, an all-consumer community advisory committee, provides recommendations to the Commission for items related to Paratransit funding, including the Gap Grant program. PAPCO is supported by the Paratransit Technical Advisory Committee (ParaTAC), composed of city and transit operator staff.

Cycle 5 Gap Grant Program

The Cycle 5 Gap Program was initially approved by the Commission in May 2013. It included a total of \$2.1 million of Gap funds for 12 projects for a two-year funding period, July 1 2013 – June 30, 2015. For FY 2015-16, Cycle 5 was extended by the Commission and project sponsors were given the opportunity to apply for a one year extension. PAPCO considered funding need, past performance, and projected growth in its evaluation of

the extension requests. The Commission-approved FY 2015-16 extension is detailed in Attachment A and included eleven projects for a total of \$1.1 million of Gap Grant funding. The FY 2015-16 extension also included \$100,000 for mid-cycle funding requests for capital purchases and grant matching.

FY 2016-17 Gap Grant Extension

For FY 2016-17, staff recommends extending Cycle 5 again for one additional year, through June 30, 2017. Following Commission approval of the FY 2016-17 extension, current grant recipients will be given an opportunity in March 2016 to reapply for a second, one-year extension. A programming recommendation will again be developed based on demonstrated funding need, past performance and projected growth. A PAPCO-recommended program of projects for the FY 2016-17 extension is scheduled to be considered by the Commission in June 2016.

The Gap Grant Cycle 5 Program Guidelines will be updated for the FY 2016-17 Cycle 5 Extension to reference the approved FY 2016-17 Paratransit Implementation Guidelines and will also include updated performance measures by program type for reporting to PAPCO, including:

- Number of one-way trips provided
- Number of registrants
- Qualitative information on outreach
- Number of active volunteer drivers
- Number of individuals/contacts provided with mobility management support
- Number of individuals receiving travel training

Although no requests have been received to date for the \$100,000 that was set aside for FY 2015-16 mid-cycle Gap Grant funding requests for capital purchases and grant matching, staff intends to recommend to PAPCO that \$100,000 of Gap Grant funding be made available for mid-cycle funding for this same purpose through the FY 2016-17 extension and with a continued maximum grant request of \$50,000.

Staff's recommendation for a second, one year extension to the Measure B Cycle 5 Gap Grant program is intended to allow the current successful gap grant-funded programs to continue during the Alameda CTC's development of the next Gap Grant cycle in coordination with the new discretionary Measure BB funding program that is 1% of net 2014 TEP revenue. Similar to the Measure B Gap Grant program, the Measure BB funds are reserved for the purposes of coordinating services across jurisdictional lines or filling gaps in the system to meet the needs of seniors and people with disabilities. In the coming year, staff will continue working with PAPCO and ParaTAC to identify new priorities and programming strategies for a coordinated Measure B and Measure BB discretionary Paratransit programming cycle for FY 2017-18.

Next Steps

In May, PAPCO will receive a summary and staff analysis of the FY 2016-17 extension requests and develop a funding recommendation for the Commission. Following Commission approval, the Alameda CTC will enter into project-specific funding agreements with project sponsors.

Fiscal Impact: There is no fiscal impact to the FY 2015-16 budget. The projects and funding approved by the Commission for the FY 2016-17 Cycle 5 Gap Grant extension will be included in the Alameda CTC's FY 2016-17 budget and adopted into the Alameda CTC's Comprehensive Investment Plan (CIP).

Attachments

- A. Summary of Cycle 5 FY 2015-16 Gap Grants

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Jacki Taylor](#), Program Analyst

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Alameda CTC FY 2015-16 Gap Grant Program

Sponsor	Project Name	Location	Description	FY 2015-16 Total Program Cost	FY 2015-16 Gap Funding
Alzheimer's Services of the East Bay (ASEB)	Special Transportation Services for Individuals with Dementia	North, Central, South County	ASEB transports individuals with cognitive impairment and memory loss to and from their homes and a safe Adult Day Health Care center. Operations include wheelchair accessible buses and specially trained drivers. Services are available Monday through Friday, 8AM-6PM.	\$420,648	\$100,000
Bay Area Outreach and Recreation Program (BORP)	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Countywide	This project provides accessible group trip transportation in Alameda County for children, youth and adults with disabilities participating in sports and recreation programs.	\$185,000	\$148,000
Center for Independent Living (CIL)	Mobility Matters Project	Countywide	Mobility Matters is a consortium of senior and disability service agencies that provide travel training and mobility management services so that seniors and people with disabilities can become more engaged in their communities through the use of fixed route transit.	\$330,608	\$140,000
Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	94608 area code (Emeryville, Oakland)	A Demand Response Shuttle Service for seniors and people with disabilities living in the areas of Emeryville and Oakland within the 94608 area code with service to Berkeley and nearby important destinations beyond 94608 area.	\$93,100	\$34,000
Fremont	Tri-City Mobility Management and Travel Training Program	South County	This program provides individualized transportation planning assistance and intensive community outreach to help seniors and people with disabilities navigate and access the transportation services network to find the most appropriate and cost effective mode of travel for their specific needs. Group and individual travel training will also be provided to help consumers learn how to use public transit.	\$125,000	\$125,000

Sponsor	Project Name	Location	Description	FY 2015-16 Total Program Cost	FY 2015-16 Gap Funding
Fremont	Tri-City Volunteer Driver Programs	South County	Both the VIP Rides and Drivers for Survivors provide door-through-door assisted transportation that is designed to address a service gap that cannot be filled by ADA or city-based paratransit services, which are either curb-to-curb or door-to-door services. VIP Rides serves older adults and people with disabilities, including those using wheelchairs and other mobility devices. Drivers for Survivors serves ambulatory adults who are diagnosed with cancer.	\$277,324	\$150,000
Fremont	Tri-City Taxi Voucher Program	South County	This program provides affordable, same-day taxi transportation for seniors and people with disabilities residing in Fremont, Newark or Union City.	\$181,200	\$150,000
Oakland	Taxi-Up & Go Project	Oakland	The TU&GO Project provides elderly paratransit volunteer escort and case management and through the use of subsidized taxi-scrip services. It provides peer related transport and culturally sensitive supportive interventions for isolated and mono-lingual seniors assisted by trained Senior Companion volunteer escorts, Caregivers and community service providers.	\$92,500	\$92,500
Pleasanton	Downtown Route Shuttle (DTR)	Pleasanton, Sunol	The Downtown Route (DTR) shuttle provides affordable, same-day rides to seniors and ADA eligible Pleasanton/Sunol residents. Staff and volunteers also provide travel training; facilitate group trips, and complete outreach and transit education to the community as part of this grant.	\$51,805	\$41,894

Sponsor	Project Name	Location	Description	FY 2015-16 Total Program Cost	FY 2015-16 Gap Funding
Senior Helpline Services	Rides for Seniors	North, Central County	SHS Rides for Seniors is a free, escorted, door-through-door, 1:1 volunteer driver program, that provides transportation services via volunteer owned and insured cars to otherwise homebound, ambulatory seniors age 60+ who cannot access other forms of transportation for medical care and basic necessities. (SHS has recently changed its name to Mobility Matters.)	\$80,000	\$60,000
Senior Support Program of the Tri-Valley (SSPTV)	Volunteers Assisting Seniors with Transportation (VAST) Program	East County	This Program supplements existing public and paratransit programs by providing free, door-through-door service for seniors to their medical appointments. Volunteer drivers and staff transport at-risk seniors, enabling them to travel safely in and out of the county to critical medical care.	\$82,500	\$75,000
TOTAL				\$1,919,685	\$1,116,394

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2016-17 Expenditure Plan Application

RECOMMENDATION: Approve Resolution 16-002 regarding the TFCA FY 2016-17 Expenditure Plan Application

Summary

It is recommended the Commission approve Resolution 16-002, regarding the FY 2016-17 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan Application and its submittal to the Bay Area Air Quality Management District (Air District). The Alameda CTC Resolution and TFCA Expenditure Plan Application are included as Attachment A. The FY 2016-17 Expenditure Plan Application identifies \$2.122 million of TFCA funding available for projects and is due to the Air District by March 3, 2016, prior to a detailed program of projects.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. For reference, a draft FY 2016-17 TFCA fund estimate, which reflects the funding identified in the FY 2016-17 Expenditure Plan, is included as Attachment B. Projects proposed for TFCA funding are to be consistent with the FY 2016-17 Air District TFCA County

Program Manager Policies (Attachment C) and meet program cost-effectiveness requirements.

FY 2016-17 Revenue

The FY 2016-17 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's DMV revenue estimates for the same period. Additionally, previously programmed TFCA funds from cancelled or completed projects (as detailed on the second page of the Expenditure Plan Application) are returned to the Alameda CTC's fund estimate for reprogramming. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate, are credited to the project sponsor's share. As summarized below, the estimated total amount of funds available for projects is the sum of the new allocation (projected revenue), returned project funds to reprogram, and earned interest, less five percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2016-17:	\$2,044,211
Earned interest for calendar year 2015:	\$13,403
<u>Project funds to reprogram, as of 12/31/15:</u>	<u>\$167,055</u>
Total available TFCA funding:	\$2,224,669
Less 5% of new allocation for TFCA administration:	- \$102, 211
Total FY 2016-17 TFCA funding for projects:	\$2,122,458

Program Development and Approval Process

The TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 3, 2016. Updated TFCA program guidelines, including the attached Air District FY 2016-17 TFCA Policies, will be incorporated into the Alameda County Comprehensive Investment Plan (CIP), along with the total funding available. The individual projects and programs to be funded by FY 2016-17 TFCA funds will be determined by an independent project/program selection process scheduled to begin in the May/June time frame. The initial list of candidate projects and programs will be drawn from existing information available to the Alameda CTC. Additional information will be solicited during the selection process to support the TFCA cost-effectiveness evaluation and determine the recommended final list of projects and programs for the FY 2016-17 TFCA Program. A program recommendation is scheduled for September 2016 and the final, Commission-approved, program of eligible projects is due to the Air District by November 7, 2016.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2016-17 budget.

Attachments

- A. Alameda CTC Resolution 16-002 and FY 2016-17 TFCA Expenditure Plan Application
- B. Alameda CTC Draft FY 2016-17 TFCA Fund Estimate
- C. Air District FY 2016-17 TFCA County Program Manager Policies

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Jacki Taylor](#), Program Analyst

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 16-002

Commission Chair

Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair

Mayor Bill Harrison,
City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

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Councilmember Ruth Atkin

City of Hayward

Mayor Barbara Halliday

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Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Mayor Margaret Fujioka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dufr-Vernaci

Executive Director

Arthur L. Dao

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2016/17 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2016.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,122,458 to projects, consistent with the attached FY 2016/17 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 25, 2016 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- | | | |
|---|----------------|------------------------------|
| 1. Estimated FYE 2017 DMV revenues (based on projected CY2015 revenues): | Line 1: | <u>\$1,978,617.00</u> |
| 2. Difference between prior-year estimate and actual revenue: | Line 2: | <u>\$65,594.00</u> |
| a. Actual FYE 2015 DMV revenues (based on CY2014): | | <u>\$1,947,235.00</u> |
| b. Estimated FYE 2015 DMV revenues: | | <u>\$1,881,641.00</u> |
| <i>(‘a’ minus ‘b’ equals Line 2.)</i> | | |
| 3. Estimated New Allocation <i>(Sum of Lines 1 and 2):</i> | Line 3: | <u>\$2,044,211.00</u> |
| 4. Interest income. List interest earned on TFCA funds in calendar year 2015. | Line 4: | <u>\$13,402.76</u> |
| 5. Estimated TFCA funds budgeted for administration: ¹ | Line 5: | <u>\$102,210.55</u> |
| <i>(Note: This amount may not exceed 5% of Line 3.)</i> | | |
| 6. Total new TFCA funds available in FYE 2017 for projects and administration: | Line 6: | <u>\$2,057,613.76</u> |
| <i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i> | | |

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|---|---------|----------------------|
| 7. Total amount from previously funded projects available for reprogramming to other projects. <i>(Enter zero (0) if none.)</i> | Line 7: | <u>\$ 167,055.04</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|---|---------|------------------------------|
| 8. Total Available TFCA Funds <i>(Sum of Lines 6 and 7)</i> | Line 8: | <u>\$2,224,668.80</u> |
| 9. Estimated Total TFCA funds available for projects <i>(Line 8 minus Line 5)</i> | Line 9: | <u>\$2,122,458.25</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The “Estimated TFCA funds budgeted for administration” amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
11ALA08	Hayward	Clawiter Road Arterial Mgmt	190,000	153,636.72	36,363.28	UB
11ALA09	Oakland	MLK Jr. Way Arterial Mgmt	125,000	122,697.83	2,302.17	UB
11ALA13	Alameda CTC	Guaranteed Ride Home	234,095.88	232,613.88	1,482.00	UB, Note 1
14ALA02	Berkeley	Citywide Bike Parking	155,000	110,092.41	44,907.59	UB
15ALA01	Alameda County	Chabot Class 2 Bike Lanes	74,000	49,000	25,000.00	Note 2
15ALA02	Berkeley	BABS Expansion to Berkeley	57,000	0	57,000.00	CP

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING\$ 167,055.04

(Enter this amount in Part B, Line 7 of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled projects).

Notes:

1. \$245,000 of TFCA was allocated to project 11ALA13, which was previously reported as complete in May 2014 and a remaining balance of \$10,904.12 was reprogrammed in FYE 2016. In preparing for the FY 2015 audit, it has come to light that the reprogrammed remaining balance did not reflect a \$1,482 short pay of the final invoice which should have been included in the reprogrammed amount. The \$1,482 remainder is included here so that it may be reprogrammed in FYE 2017.
2. The TFCA amount awarded to 15ALA01 was revised (lowered) from \$74,000 to \$49,000 due to a scope change reported after the FYE 2015 program was submitted to the Air District in Nov 2014. The \$25,000 difference is to be reprogrammed in FYE 2017. (The \$49,000 award has not yet been expended.)

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Alameda CTC TFCA County Program Manager Fund: FY 2016-17 Draft Fund Estimate

Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Returned Funds from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	76,638	4.81%	4.80%	\$ 65,719	\$ (236,616)	\$ 10,143	\$ -	\$ (246,759)	\$ (181,040)
Alameda County	146,787	9.21%	9.20%	\$ 125,873	\$ 338,915	\$ 125,416	\$ 25,000	\$ 238,498	\$ 364,371
Albany	18,565	1.16%	1.16%	\$ 15,920	\$ 16,896	\$ 97,466	\$ -	\$ (80,570)	\$ (64,650)
Berkeley	118,780	7.45%	7.44%	\$ 101,856	\$ 45,503	\$ 152,667	\$ 101,908	\$ (5,256)	\$ 96,600
Dublin	55,844	3.50%	3.50%	\$ 47,887	\$ 195,249	\$ 153,488	\$ -	\$ 41,761	\$ 89,649
Emeryville	10,570	0.66%	0.73%	\$ 10,000	\$ 59,075	\$ 1,400	\$ -	\$ 57,675	\$ 67,675
Fremont	226,551	14.21%	14.19%	\$ 194,272	\$ 377,307	\$ 29,896	\$ -	\$ 347,411	\$ 541,683
Hayward	152,889	9.59%	9.58%	\$ 131,105	\$ (391,970)	\$ 20,161	\$ 36,363	\$ (375,767)	\$ (244,662)
Livermore	85,990	5.39%	5.39%	\$ 73,738	\$ 527,474	\$ 11,326	\$ -	\$ 516,148	\$ 589,886
Newark	44,204	2.77%	2.77%	\$ 37,906	\$ 342,539	\$ 5,854	\$ -	\$ 336,685	\$ 374,591
Oakland	410,603	25.75%	25.72%	\$ 352,101	\$ 56,804	\$ 387,974	\$ 2,302	\$ (328,868)	\$ 23,233
Piedmont	11,113	0.70%	0.73%	\$ 10,000	\$ 76,409	\$ 1,471	\$ -	\$ 74,938	\$ 84,938
Pleasanton	74,850	4.69%	4.69%	\$ 64,185	\$ 43,631	\$ 62,753	\$ -	\$ (19,122)	\$ 45,063
San Leandro	88,441	5.55%	5.54%	\$ 75,840	\$ 269,228	\$ 61,705	\$ -	\$ 207,522	\$ 283,362
Union City	72,744	4.56%	4.56%	\$ 62,379	\$ 342,282	\$ 45,631	\$ -	\$ 296,651	\$ 359,030
TOTAL 70% Cities/County:	1,594,569	100%	100%	\$ 1,368,782	\$ 2,062,726	\$ 1,167,352	\$ 165,573	\$ 1,060,947	\$ 2,429,729

FY 2016-17 TFCA New Revenue	\$ 2,044,211	(From FY 2016-17 Expenditure Plan)
Less 5% for Program Administration	\$ (102,211)	
Subtotal New Programming Capacity	\$ 1,942,000	
Calendar Year 2015 Interest Earned	\$ 13,403	
Total New Programming Capacity	\$ 1,955,403	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 1,955,403	\$ 1,368,782	\$ 586,621
Returned Funds from Closed Projects	\$ 167,055	\$ 165,573	\$ 1,482
FY 2015-16 Rollover (debit/credit) Adjustment	\$ -	\$ 895,374	\$ (895,374)
Total Returned Funds & Rollover Adjustments²	\$ 167,055	\$ 1,060,947	\$ (893,892)
Adjusted Total Available to Program	\$ 2,122,458	\$ 2,429,729	\$ (307,271)

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2015 (released May 2015).
2. Includes TFCA programming actions and returned funds from closed projects as of 12/31/15.

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Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2017

Adopted November 18, 2015

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2017.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project's useful life. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for FYE 2017 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	Alternative Fuel Bus Replacement	250,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	90,000

28 A-H	Shuttle/Feeder Bus Service – Existing	175,000; 200,000 for services in CARE Areas or PDAs
28 I	Shuttle/Feeder Bus Service - Pilot	Year 1 - 200,000 Year 2 - 175,000
28 I	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Year 1 - 500,000 Year 2 - 200,000 Year 3 - 175,000
29	Bicycle Projects	250,000
30	Bay Area Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2017. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.

USE OF TFCA FUNDS

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. (For example, County Program Manager-funded projects are eligible for Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.)
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program

Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.

17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and the price of its new conventional vehicle counterpart that meets, but does not exceed, the most current emissions standards at the time that the project is evaluated.
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

23. Reserved.

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

Eligibility: These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following additional conditions must be met for a project to be eligible for TFCA Funds:

- A. Vehicles purchased and/or leased either have a GVWR greater than 14,000lbs or are classified as urban buses; and
- B. Are 2015 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles certified by the CARB.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

25. Alternative Fuel Bus Replacement:

Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements and the same scrapping requirements listed in Policy #24.

26. Alternative Fuel Infrastructure:

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. Shuttle/Feeder Bus Service:

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- A. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.
- B. The service's schedule must be coordinated to have a timely connection with corresponding mass transit service.
- C. The service must be available for use by all members of the public.
- D. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub if the passengers' proposed travel time will be at least 15 minutes less than and will be at least 33% shorter than the existing service's travel time to the proposed destination.
- E. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or in FYE 2017 may request an exemption from the requirements of Policy 28.D. provided they meet the following requirements: 1) No further TFCA project funding as of January 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or a plan to come into compliance with Policy 28.D. and all other eligibility criteria.
- F. Shuttle/feeder bus service applicants must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- G. Shuttle/feeder bus service applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
- H. Existing projects must meet a cost-effectiveness of \$175,000 per ton of emissions reduced. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a cost-effectiveness limit of \$200,000 per ton of emissions reduced.
- I. Pilot Shuttle/Feeder Bus Service: Pilot shuttle/feeder bus service projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.A-H for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - a. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,
 - b. By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and
 - c. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$175,000/ton and meet all of the requirements of Policy #28.A-H (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - a. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$200,000/ton, and
By the end of the second year of operation, projects shall cost \$175,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28.A-H (existing shuttles).

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New Class-4 cycle tracks or separated bikeways;
- E. Reserved.
- F. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;

- G. Electronic bicycle lockers;
- H. Capital costs for attended bicycle storage facilities; and
- I. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- J. Reserved.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

30. Bay Area Bike Share

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects may be awarded TFCA funds to pay for up to five years of operations.

31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Alameda County Three Year Project Initiation Document Work Plan

RECOMMENDATION: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

Summary

Caltrans has requested the Alameda CTC update the Three-Year PID Work Plan for Alameda County (FYs 2016-17, 2017-18 and 2018-19).

Background

A Project Study Report / Project Initiation Document (PSR/PID) is a document that details a scope, cost, and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2016-17, 2017-18 and 2018-19) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

In addition to new projects, the FY 2016-17 list also includes projects carried over from FY 2015-16. Project sponsors would be provided an opportunity to re-prioritize projects when this list is revisited in the upcoming fiscal years.

A final list will be transmitted to Caltrans upon approval by the Commission.

Fiscal Impact: There is no fiscal impact at this time.

Attachments:

- A. Draft Alameda County Three-Year PID Work Plan (FYs 2016-17, 2017-18 and 2018-19)

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2016/17, 17/18, 18/19)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN (includes Prior Years)																		
1	Reim	Y	04-2516	IQA	880	30.9	31.5	Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below I880 between the San Francisco Bay Trail and Laney College	240227	TBD	06/2014	18.0	4.0	PEER	City of Oakland	City of Oakland
2	Reim	Y	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore	240196	05/2015	08/2016	1200.0	360.0	PSR-PDS	BART	BART
3	Reim	N	TBD	IQA	84 680	18.0	19.0	Improve traffic operations	Improve Interchange for better operations	In Sunol SR-84 at I-680	240062	TBD	06/2016	80.0	10.0	PSR-PDS	ACTC	ACTC
4	Reim	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley	22765	TBD	06/2017	150.0	20.0	PSR-PDS	ACTC	ACTC
5	Reim	N	TBD	IQA	580	39.8	39.8	Bike Ped	Laurel, Mills, Maxwell Park and Seminary (LAMMPS) Active Transportation Project - recon/signal alt. @ freeway off ramp	MacArthur Blvd. from High street to Richards Road, undercrossing I-580 freeway.	240381	TBD	06/2016	3.6	0.6	PSR-PDS	City of Oakland	City of Oakland
6	Reim	N	TBD	IQA	880	27.6	27.7	Improve Traffic Operations	new/realigned local streets in vicinity of I-880/High ramps	Oakland	230170	TBD	06/2016	8.0	2.0	PSR-PDS	City of Oakland	City of Oakland
7	Reim	N	TBD	IQA	123	1.9	5.2	Multi-Modal Corridor Improvements	Circulation and safety improvements including pedestrian improvements, extension of the San Pablo Ave cycle track, and ITS improvements	Along San Pablo Avenue from the Albany city limits in the north to the Oakland city limits in the south.	240718	1/1/2017	06/2017	20.0	6.0	PSR-PDS	ACTC	ACTC/ City of Berkeley
8	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	I-680 I/C Improvement. Rt 262 roadway iprovement, and Rt 262/Warm Sprongs Blvd Intersection Improvement	Rte 262 (Mission Blvd)	230110	TBD	06/2018	10.0	2.0	PSR-PDS	ACTC	ACTC
9	Reim	N	TBD	IQA	84	TBD	TBD	Relinquish from Caltrans to Fremont per MOU	Improve to a state of good repair and upgrade to a "complete street"	In Fremont, along Thornton Av (880 to Fremont), Fremont BI (Thornton to Peralta), Peralta BI (Fremont to Mowry), and Mowry Av (Peralta to SR 262/Mission)	TBD	7/1/2016	06/2017	11.3	1.7	PSSR	City of Fremont	City of Fremont
10	Reim	N	TBD	IQA	13	10.7	13.9	Multi-Modal Corridor Improvements	Bicycle and pedestrian crossing improvements, vehicular improvements and ITS improvements	Along Ashby Avenue from San Pablo Avenue to California Street and signal improvements between 6th and Domingo	240202	1/1/2017	06/2017	2.0	0.5	PSR-PDS	ACTC	ACTC

*Note: Projects **NOT** Listed in order of Priority*

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2016/17, 17/18, 18/19)

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PROPOSED FY 2017/18 WORK PLAN																		
11	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	TBD	TBD	06/2018	7.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
12	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	TBD	06/2018	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
13	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	TBD	06/2018	12.0	3.0	PSR-PDS	ACTC	ACTC
14	Reim	N	TBD	IQA	680	Var	Var	Improve traffic operations	Conversion of access from limited access to near continuous	Between SR84 and SR262	TBD	TBD	01/2017	18.0	2.5	PSR-PR	ACTC	ACTC
15	Reim	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4;	230656 230657 240741	01/2016	01/2018	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA
16	Reim	N	TBD	IQA	880	TBD	TBD	Bike Ped	New Bike/Ped Overcrossing, linking Warm Springs BART, Business Center, and Bay Trail	Between Fremont Blvd South I/C and Warren Ave I/C	TBD	07/2017	06/2018	18.0	3.4	PSR-PDS	City of Fremont	City of Fremont

Note: Projects **NOT** Listed in order of Priority

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PROPOSED FY 2018/19 WORK PLAN																		
17	Reim	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	06/2019	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
18	Reim	N	TBD	IQA	80	4.6	4.6	Improve multi-modal traffic operations	Reconstruct Ashby Avenue Interchange on I-80	Emeryville	240318	TBD	01/2019	46.3	5.6	PSR-PDS	City of Emeryville ACTC	City of Emeryville ACTC
19	Reim	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	TBD	TBD	06/2019	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
20	Reim	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	06/2019	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
21	Reim	N	TBD	IQA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506	TBD	06/2019	12.0	3.0	PSR-PDS	ACTC	ACTC
22	Reim	N	TBD	IQA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro	TBD	TBD	06/2019	100.0	22.0	PSR-PDS	ACTC	ACTC
23	Reim	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	06/2019	10.0	2.0	NBSSR	City of Oakland	City of Oakland
24	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	06/2019	10.0	2.0	NBSSR	City of Oakland	City of Oakland
25	Reim	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	TBD	06/2019	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
26	Reim	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	TBD	TBD	06/2019	20.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
27	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	TBD	06/2019	310.0	50.0	PSR-PDS	ACTC	ACTC
28	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	TBD	06/2019	36.0	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward ACTC

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PROPOSED FY 2018/19 WORK PLAN (continued)																		
29	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	06/2019	27.5	5.0	PSR-PDS	City of Hayward ACTC	ACTC
30	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	06/2019	15.0	4.5	PSR-PDS	City of Hayward ACTC	ACTC
31	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052	TBD	06/2019	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
32	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City	TBD	TBD	06/2019	34.0	5.0	PSR-PDS	Union City/ Hayward/ ACTC	ACTC
33	Reim	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088 240741	07/2016	06/2019	170.0	45.0	PSR-PDS	ACTC MTC	ACTC MTC
34	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro	TBD	TBD	06/2019	34.0	5.0	PSR-PDS	ACTC	ACTC
35	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	06/2019	22.0	5.0	PSR-PDS	City of Hayward ACTC	ACTC
36	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City	TBD	TBD	06/2019	20.0	5.0	PSR-PDS	City of Hayward ACTC	ACTC Caltrans
37	SHA	N	TBD	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley -Pedestrian Bridge	21144	TBD	06/2019	8.0	2.2	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
38	Reim	N	TBD	IQA	680	15.3	15.3	Improve traffic operations	I/C reconfiguration	Sunol Boulevard I/C in Pleasanton	TBD	TBD	05/2019	4.5	1.5	PSR-PDS	City of Pleasanton	City of Pleasanton
39	Reim	N	TBD	IQA	580	18.0	18.0	Improve traffic operations	I/C reconfiguration upgrade	Fallon Road / El Charo Road I/C @ I-580	TBD	TBD	06/2019	18.0	4.0	PSR-PDS	ACTC / City of Dublin /Pleasanton /Livermore	ACTC City of Dublin
40	Reim	N	TBD	IQA	580	TBD	TBD	Improve traffic operations	I/C reconfiguration upgrade	Hacienda Drive I/C @ I-580	TBD	TBD	06/2019	23.0	4.0	PSR-PDS	ACTC / City of Dublin /Pleasanton	ACTC City of Dublin

Note: Projects **NOT** Listed in order of Priority



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds

RECOMMENDATION: (1) Adopt Resolution No. 16-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance. (2) Authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2015-16 TSSSDRA funds.

Summary

Section 8879.23 of the California Government Code creates the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006 (Proposition 1B) in the State Treasury. Section 8879.23(h) directs that \$1 billion be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program. The Alameda CTC's FY 2015-16 allocation from this program is \$38,826 and will be allocated for the Altamont Corridor Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Background

Proposition 1B, approved by California voters on November 7, 2006, includes a program of funding in the amount of \$1 billion to be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program administered by the California Governor's Office of Emergency Services (Cal OES). The Alameda CTC's FY 2015-16 allocation from this program is \$38,826 and will be allocated for the ACE service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Eligible project types include transit capital projects that provide increased protection against a security or safety threat and projects that increase the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

The program guidelines released by Cal OES state that "Applications to Cal OES for projects seeking funds pursuant to GC Section 8879.58(a)(2) and 8879.58(a)(3) must be submitted through and approved by the appropriate County transportation commission". Projects submitted for funding will be reviewed and approved in two phases.

Phase I

Eligible applicants are required to submit Investment Justifications (IJ) to Cal OES.

Phase II

Cal OES shall review the information submitted by project sponsors to determine if projects are compliant with the program requirements. Upon final project approval, sponsors shall be issued a Notice of Project Eligibility (NOPE) letter. The NOPE will include project milestones, audit requirements, program monitoring requirements, reporting requirements and directions to complete the Cal OES Financial Management Forms Workbook (FMFW). Upon receipt of the NOPE the agency has up to six weeks to complete and submit all supporting application documents. The supporting documents include the FMFW, a certified copy of the Alameda CTC Resolution No. 16-003 (Attachment A) and the signed original Grant Assurances (Attachment B).

San Joaquin Regional Rail Commission (SJRRRC) staff has proposed FY 2015-16 funds (\$38,826) be assigned to the ACE Electronic Fare Collection (eTicketing) project. The eTicketing will require registered users and provide a real-time passenger manifest for active trains able to be accessed remotely, in real-time, by both SJRRRC staff, law enforcement, and first responders. SJRRRC had assigned the FYs 2012-13, 2013-14 and 2014-15 TSSSDRA funds to the eTicketing project.

It is recommended the Commission authorize the Executive Director, or his designee, to submit Investment Justifications and project applications requesting allocations for FY 2015-16 TSSSDRA funds.

Fiscal Impact: There is no significant fiscal impact.

Attachments

- A. Draft Alameda CTC Resolution No.16-003
- B. Grant Assurances

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****Resolution # 16-003**

Commission Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
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Supervisor Keith Carson, District 5

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Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

**Authorization for Execution of the Grant Assurances Documents for the Transit System Safety, Security & Disaster Response Account Bond Program
(FY2015/16 – ACE Electronic Fare Collection Project)**

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is eligible to receive CTSGP funds; and

WHEREAS, the Alameda CTC will apply for FY 2015/16 CTSGP funds in an amount up to \$38,826 for the Electronic Fare Collection Project to enhance and expand the functionality and reliability of the San Joaquin Regional Rail Commission's fare collection system; and

WHEREAS, Alameda CTC recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires Alameda CTC to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of Alameda CTC to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Alameda CTC that the Executive Director, and/or his Designee, is hereby authorized to execute for and on behalf of Alameda CTC, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining

financial assistance provided by the California Governor's Office of Emergency Services under the CTSGP.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, February 25, 2016 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

Grant Assurances

**California Transit Security Grant Program
California Transit Assistance Fund**Name of Applicant: Alameda County Transportation CommissionGrant Cycle: FY 2015-16 Grant Number: _____Address: 1111 Broadway, Suite 800City: Oakland State: CA Zip Code: 94607Telephone Number: (510) 208-7400E-Mail Address: contact@alamedactc.org

As the duly authorized representative of the applicant, I certify that the applicant named above:

1. Has the legal authority to apply for Transit System Safety, Security, and Disaster Response Account funds, and has the institutional, managerial and financial capability to ensure proper planning, management and completion of the grant provided by the State of California and administered by the California Governor's Office Emergency Services (Cal OES).
2. Will assure that grant funds are only used for allowable, fair, and reasonable costs.
3. Will give the State of California generally and Cal OES in particular, through any authorized representative, access to and the right to examine all paper or electronic records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or Cal OES directives.
4. Will provide progress reports and other information as may be required by Cal OES.
5. Will initiate and complete the work within the applicable timeframe after receipt of Cal OES approval.
6. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain for themselves or others, particularly those with whom they have family, business or other ties.
7. Will comply with all California and federal statutes relating to nondiscrimination. These include but are not limited to:

- a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352), as amended, which prohibits discrimination on the basis of race, color or national origin;
 - b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
 - c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §§ 794) which prohibits discrimination on the basis of handicaps;
 - d. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107) which prohibits discrimination on the basis of age;
 - e. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255) as amended, relating to nondiscrimination on the basis of drug abuse;
 - f. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - g. Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290dd-2), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - h. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;
 - i. Any other nondiscrimination provisions in the specific statute(s) under which application for federal assistance is being made; and
 - j. The requirements on any other nondiscrimination statute(s) which may apply to the application.
8. Will comply, if applicable, with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
9. Will comply with applicable environmental standards which may be prescribed pursuant to California or federal law. These may include, but are not limited to, the following:
- a. California Environmental Quality Act. California Public Resources Code Sections 21080-21098. California Code of Regulations, Title 14, Chapter 3 Sections 15000-15007;
 - b. Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - c. Notification of violating facilities pursuant to EO 11738;
 - d. Protection of wetlands pursuant to EO 11990;
 - e. Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - f. Assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - g. Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - h. Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and

- i. Protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
10. Will comply, if applicable, with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et. seq.) related to protecting components or potential components of the national wild and scenic rivers system.
11. Will assist Cal OES, as appropriate, in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §§ 470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq).
12. Will comply with Standardized Emergency Management System requirements as stated in the California Emergency Services Act, Gov Code §§ 8607 et seq. and CCR Title 19, Sections 2445, 2446, 2447 and 2448.
13. Will:
 - a. Promptly return to the State of California all the funds received which exceed the approved, actual expenditures as accepted by Cal OES;
 - b. In the event the approved amount of the grant is reduced, the reimbursement applicable to the amount of the reduction will be promptly refunded to the State of California; and
 - c. CTSGP-CTAF funds must be kept in a separate interest bearing account. Any interest that is accrued must be accounted for and used towards the approved Prop1B project approved by Cal OES.
14. Will comply, if applicable, with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the nineteen statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
15. Agrees that equipment acquired or obtained with grant funds:
 - a. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant;
 - b. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan or the California Fire Services and Rescue Mutual Aid Plan.
16. Will comply, if applicable, with Subtitle A, Title II of the Americans with Disabilities Act (ADA) 1990.

17. Will comply with all applicable requirements, and all other California and federal laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this program.
18. Understands that failure to comply with any of the above assurances may result in suspension, termination or reduction of grant funds.
 - a. The applicant certifies that it and its principals:
 1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of federal benefits by a state or federal court, or voluntarily excluded from covered transactions by any federal department or agency;
 2. Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) have not within a three-year period preceding this application had one or more public transactions (federal, state, or local) terminated for cause or default; and where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.
19. Will retain records for thirty-five years after notification of grant closeout by the State.
20. Will comply with the audit requirements set forth in the Office of Management and Budget (OMB) Circular A-133, "Audit of States, Local Governments and Non-Profit Organizations."
21. Grantees and subgrantees will use their own procurement procedures which reflect applicable state and local laws and regulations.
22. Grantees and subgrantees will comply with their own contracting procedures or with the California Public Contract Code, whichever is more restrictive.
23. Grantees and subgrantees will maintain procedures to minimize the time elapsing between the award of funds and the disbursement of funds.

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above certifications.

The undersigned represents that he/she is authorized by the above named applicant to enter into this agreement for and on behalf of the said applicant.

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: Arthur L. Dao

Title: Executive Director Date: _____

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Route 84 Expressway Widening (PN 1210.002, 1210.003) Right of Way Phase Budget Augmentation and Contract Amendment No. 4 to Professional Services Agreement No. A05-0004 with URS Corporation

RECOMMENDATION: 1) Approval of Right of Way Phase Budget; and
2) Approval of Amendment No. 4 to the Professional Services Agreement No. A05-0004 with URS to Provide Design Services During Construction, Engineering Support for Right of Way Acquisition, Utility Relocation, Environmental Mitigation and Landscape Design

Summary

The Alameda CTC is implementing a number of improvements along the Route 84 Corridor between Interstate 580 and 680. The Route 84 Expressway Widening Project widens the existing two lane highway facility to a six-lane roadway from Jack London Boulevard to Stanley Boulevard and a four lane, limited access controlled facility from Stanley Boulevard to Concannon Boulevard. This project is being delivered as two construction packages: the North Segment from Jack London Boulevard to Concannon Boulevard; and the South Segment from Concannon Boulevard to Ruby Hill Drive. Construction of the North Segment (PN 1210.001) was completed in June 2014. The construction contract for the South Segment (PN 1210.002) was awarded on September 30, 2015. The project is currently in winter suspension and construction is expected to start again in early April 2016. A landscape project to address on-site environmental mitigation requirements, as well to restore landscaping, will be implemented via a Contract Change Order (CCO) to the South Segment construction contract.

The total cost for the South Segment is \$105,400,000. The project budget includes \$44,900,000 from 2000 Measure B, \$47,000,000 from STIP-RIP, \$10,000,000 from the Tri Valley Transportation Council (TVTC), \$2,000,000 CMA TIP and \$1,500,000 from City of Livermore. As the implementing agency, Alameda CTC completed preliminary engineering, environmental studies, and detailed design and right of way phases of this project. Caltrans is administering the construction phase.

This request involves a budget increase for the following two components, without increasing the overall project budget:

Increase in Right of Way Budget from \$31,883,000 to \$37,700,000:

The projected final right of way expenditures will exceed the right of way budget originally approved by the Commission for the following reasons:

- 1) Market value for real estate in the Bay Area has significantly increased since properties were appraised about two years ago as part of the first written offers to the property owners. As such, levels of compensation to achieve settlement have been higher than originally anticipated;
- 2) Higher cost of mitigation due to very limited resources for mitigation available in the area; and
- 3) Utility relocation costs have significantly gone up from the original cost estimates included in the utility agreements two years ago.

Amendment No. 4 to the Professional Services Contract A05-0004 with URS for \$1,000,000

The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval, to complete the civil design, permitting and right-of-way acquisition, and to provide Design Services during Construction (DSDC) for the project.

The right of way acquisition process for this project has been very lengthy and difficult. Due to several utilities needing relocation before and during construction, the utility coordination has been very extensive. Due to the limited amount and type of mitigation resources available at any one site, the project team had to explore multiple sites to secure the needed mitigation. Due to the lengthy bid protest process, it required significantly more coordination with Caltrans. For these reasons, the actual level of engineering support by URS Corporation is higher than what was included in their approved contract and the latest approved Amendment No. 3. The DSDC amount included in Amendment No. 3 was expended to address several on-going design, right of way and utility issues. As such, \$800,000 is needed to restore funding to provide DSDC for the main construction contract and to cover additional support which URS provided.

Staff worked with Caltrans and the California Transportation Commission (CTC) staff to retain over \$4,000,000 in savings of state and federal funds resulting from the low bids. This bid saving will be retained in the main construction contract to implement landscape work via a CCO. The landscape work will include planting several oak trees and restoration of landscaping, within the limits of the North and South Segments, as required by the environmental document. CTC Staff agreed to allow use of STIP-RIP savings for the landscape work with the condition that local funds will be used to complete the landscape design package and scope of landscape work will be consistent with the mitigation required in the environmental document. An additional \$200,000 are requested to be included the DSDC to complete the landscape design work and support associated effort to complete the CCO package.

Staff recommends approval of Amendment No. 4 to Agreement No. A05-0004 for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$15,750,000, as

shown in Table A, which will allow URS Corporation to complete the extensive right-of-way acquisition process, environmental mitigation, complete landscape design and provide required design support during construction as described above.

Table A: Summary of Agreement No. A05-0004			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with URS Corporation (A05-0004) March 1, 2005	Project Approval and Environmental Clearance (PA&ED)	N/A	\$2,500,000
Amendment No. 1 July 26, 2007	Design, Right-of-Way Engineering and Design Services During Construction	\$8,750,000	\$11,250,000
Amendment No. 2 May 26, 2011	Additional Design, Right-of-Way Engineering and Right-of-Way Acquisition services	\$2,500,000	\$13,750,000
Amendment No. 3 September 11, 2014	Additional Design and Right-of-Way Engineering Acquisition services, Utility Design and Coordination Services and Design Services During Construction <ul style="list-style-type: none"> • Amount • Time extension to June 30, 2018 (original contract expiration June 2016) 	\$1,000,000	\$14,750,000
<i>Proposed</i> Amendment No. 4 February 08, 2016	Additional right of way acquisition, utility relocation & mitigation coordination. Design Services During Construction and Design of Landscape project <ul style="list-style-type: none"> • Amount • Time extension to December, 2018 	\$1,000,000	\$15,750,000
Total Amended Contract Not-to-Exceed Amount			\$15,750,000

Background

The Route 84 Expressway Project is part of the Route 84 Transportation Corridor Improvements between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol which have been systematically planned, developed and implemented over the last few decades to meet increased population, housing and economic growth in the Tri-Valley. This corridor is being improved as a series of projects along the corridor in partnership with Alameda CTC, Caltrans, and the cities of Livermore and Pleasanton. The Route 84 Expressway Project is being delivered as two construction packages: the North Segment, from Jack London Boulevard to Concannon Boulevard and the South Segment, from Concannon Boulevard to Ruby Hill Drive. The North Segment widened Route 84 to six lanes from Jack London Boulevard to Stanley Boulevard and to four lanes from Stanley Boulevard to Concannon Boulevard. Caltrans advertised, awarded, and administered the construction contract for the North Segment which was completed in June 2014. The South Segment continues the widening of Route 84 from two lanes to four lanes from Concannon Boulevard to Ruby Hill Drive in the City of Livermore. The project was awarded on September 30, 2015 and is currently in winter suspension. Construction is expected to start again in April 2016 and complete by fall 2017. URS Corporation was selected by Alameda CTC through a competitive selection process in 2005 to provide the necessary project development services, to secure environmental approval, to complete civil design, permitting and right-of-way acquisition; and to provide design support during construction. Additional tasks to support the delivery of the project have recently been identified that were not previously scoped.

The South Segment has incurred significant additional unexpected costs largely due to difficult negotiations with property owners. This has resulted in the need for extensive legal support and condemnation. In addition, the environmental mitigation has identified several items which are now being implemented. Specifically, establishment of wetlands and landscape restoration which are included in the landscape and environmental support portion of this contract amendment.

A landscape project to address on-site environmental mitigation requirements, as well to restore landscaping, will be implemented via CCO to the South Segment construction contract.

The total cost for the South Segment is \$105,400,000. The project budget includes \$44,900,000 of 2000 Measure B, \$47,000,000 from STIP-RIP, \$10,000,000 of TVTC, \$2,000,000 of CMA TIP and \$1,500,000 from the City of Livermore. As the implementing agency, Alameda CTC completed the preliminary engineering, environmental studies, and detailed design and right of way phases of this project. Caltrans is administering the construction phase.

As discussed in the summary section, this request involves budget increases for the following two components, without increasing the overall project budget:

Increase in Right of Way Budget from \$31,883,000 to \$37,700,000, to cover projected higher than planned expenditures due to escalation in right of way costs, higher utility relocation and mitigation costs.

Amendment No. 4 to the Professional Services Contract A05-0004 with URS for \$1,000,000, to cover additional coordination related to right of way acquisition, utility relocation, mitigation and to complete landscape design.

Levine Act Statement: URS Corporation did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$6,817,000. The action will authorize the additional encumbrance of project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2015-2016 Operating and Capital Program Budget.

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Gary S. Sidhu](#), Highway Program Manager

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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	February 18, 2016
SUBJECT:	I-580/I-680 Express Lanes (1373.000/1369.000): Contract Amendment and Procurement Actions
RECOMMENDATIONS	<p>Approve the following actions to support delivery of the I-580 and I-680 Express Lane Projects:</p> <ol style="list-style-type: none">1. Approve Amendment No. 2 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for augmenting scope of services and including additional budget of \$300,000 for a total not-to-exceed budget of \$1,733,934 for System Manager Services in current fiscal year 2015/162. Approve the release of a Request for Proposals and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for System Manager Services in fiscal year 2016/17

Summary

In its July 2011 meeting, the Commission authorized the execution of a Professional Services Agreement ("Agreement") with CDM Smith, Inc. (formerly Wilbur Smith Associates Inc.) for System Manager Services for the I-580 and I-680 Northbound Express Lanes. At the time of procurement, it was assumed that the toll lanes on I-580 and I-680 would be constructed as restricted access facilities. It was envisioned that the toll lanes on I-580 would include a total of five access locations: three exclusive ingress/egress and two combined ingress/egress locations, involving a limited number of toll segments. Similarly, it was assumed that the I-680 Northbound Express Lane would mirror the I-680 Southbound Express Lane that has been in operation since September 2010 and includes three toll segments.

In late 2012, in compliance with updated federal, state and regional requirements, Alameda CTC adopted the continuous access (also known as open access) concept for implementation on the I-580 and I-680 Northbound Express Lanes that resulted in the development of multiple-closely spaced toll segments. To accommodate the revised toll system design, staff reallocated CDM Smith's task budgets to review and approve the revised toll system design, submitted by the toll system integrator, and for the redevelopment of the System Engineering Management Plan (SEMP) and the Concept of Operations ("Con Ops").

It is crucial that CDM Smith's system manager services are continued on these I-580 and I-680 Express Lanes projects on limited time sensitive schedule items, described below:

The I-580 is a route of regional significance, serves as the gateway to the San Francisco Bay Area businesses and for commuters to and from the Central Valley Region. For nearly two decades I-580 has continued to rank as one of the most congested corridors in the Bay Region. Alameda CTC in partnership with the federal, state and regional partners has been implementing several improvements within this I-580 Corridor to address recurring and forecasted traffic congestion. The last of such near-term improvements is the I-580 Express Lanes implementation that is nearing completion and is expected to be opened to traffic in early 2016 (mid- to late-February 2016). Once the lanes are opened the toll system integrator will have 90 days to demonstrate that the toll system has functioned flawlessly for a continuous 30-day period. The System Manager (CDM Smith), as the agency toll system expert, is required to oversee the field testing and approve the toll system within this first 90-day operational period.

Over the last three years, Interstate 680 Corridor in Alameda County (from I-580 to Route 237) has very quickly emerged as one of the most congested corridors in the entire Bay Area. In particular, the 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 near Pleasanton has experienced substantial daily congestion and delays between the hours of 1:30 PM and 7:30 PM. Bottlenecks or traffic queues are often four to six miles long with speeds of less than 10 miles per hour, essentially standstill conditions. To provide immediate traffic relief, Alameda CTC embarked on an aggressive project delivery for the above referenced 9-mile segment with final design expected to be completed within a year, i.e.) by the end of 2016. To ensure coordination between the civil and toll system designers, Alameda CTC advertised the procurement of a toll system integrator for this project. The interviews for the selection are complete and the staff is currently engaged in a Best and Final Offer ("BAFO") negotiation process. The System Manager (CDM Smith) has been assisting the staff in the selection process, including in the BAFO negotiations.

Amendment No 1 to the Agreement with CDM Smith was approved in July 2015 for a 3-year time extension only. No additional budget was included at that time. It is critical that the CDM Smith's services are continued during this fiscal year for completion of the two critical task items, listed above. Therefore, the staff recommends that the Commission approve Amendment No. 2 that will include additional budget for completion of these tasks.

Since the current System Manager Contract was procured in 2011, nearly five years ago, based on anticipated services for a much simpler restricted access express lanes and condensed delivery schedule, staff recommends that a new System Manager is procured for the continued services on the I-580 and I-680 Express Lanes. Additional discussions are included in subsequent sections.

Background

I-580 Express Lanes: Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east and west-bound directions. The express lanes will include the implementation of an electronic toll system (ETS) that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes. Tolls will be collected through the All Electronic Toll (AET) collection method by the use of FasTrak®/ FasTrak® flex. The toll system will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement which is expected to curtail toll evasions.

The I-580 Corridor projects will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission, Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

I-680 Northbound Express Lane: The I-680 Corridor is included in both the 2000 Measure B and 2014 Measure BB capital programs and has long been a critical element of the Alameda County transportation network. It has recently moved up the list of the most congested corridors in the Bay Area. Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday afternoon/evening commutes between 1:30pm and 7:30pm. The first bottleneck is located near Washington Boulevard. The second is at the lane drop near the truck scales located between Sheridan Road and Andrade Road. The congestion on the freeway has spilled onto local streets that parallel the freeway causing significant congestion along local streets in the area. The initial phase of construction, the 9-mile long Phase 1 Modified Project, will add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84, eliminate the two bottlenecks, and alleviate the congestion on the freeway and local streets.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015 and final design is progressing on an expedited project delivery schedule.

I-680 Southbound Express Lane conversion: To improve access opportunities, the northbound improvements will also include the conversion of the existing southbound express lanes facility from restricted to continuous access from SR 84 to SR 262.

Agreement with CDM Smith, Inc. (Budget Augmentation Need): In 2011, CDM Smith was retained as System Manager (staff extension) to support the implementation of toll systems on the I-580 and I-680 Northbound. An Agreement with CDM Smith was executed in late 2011 for a Not to Exceed Contract Maximum of \$1,433,934. At the time of

procurement, it was assumed that the toll lanes on I-580 and I-680 would be constructed as restricted access facilities. It was envisioned that the toll lanes on I-580 would include a total of five access locations: three exclusive ingress/egress and two combined ingress/egress locations, involving a limited number of toll segments. Similarly, it was assumed that I-680 Northbound Express Lane would mirror the I-680 Southbound Express Lane that has been in operation since September 2010 and includes three toll segments.

In late 2012, in compliance with updated federal, state and regional requirements, Alameda CTC adopted the continuous access (also known as open access) concept for implementation on the I-580 and I-680 Northbound Express Lanes that resulted in the development of multiple-closely spaced toll segments. In 2013 and 2014, two major amendments were executed with the toll system integrator to accommodate the design changes. To accommodate those design changes, staff reallocated CDM Smith's task budgets to review and approve the revised toll system design, and for the redevelopment of the System Engineering Management Plan and the Concept of Operations. In addition to the budget reallocation, in July 2015, staff sought the approval of Amendment No. 1 to the Agreement with CDM Smith for a 3-year time extension, without augmenting the budget. Schedule changes, resulting from toll system design changes, also impacted the task budgets.

The I-580 Express Lanes are expected to be opened in early 2016 (mid- to late-February 2016), weather dependent. Within 90 days of the lane opening, the toll system integrator will have to demonstrate that the toll system has functioned flawlessly for a continuous 30-day operation. The System Manager, as the agency toll system expert, is required to oversee the field testing and approve the toll system within this first 90-day operational period.

To provide immediate traffic congestion relief within the I-680 Corridor, Alameda CTC embarked on an aggressive project delivery for Phase 1 of the I-680 Northbound Express Lanes (the 9-mile segment, referenced earlier) with final design expected to be completed within a year, i.e.) by the end of 2016. To ensure coordination between the civil and toll system designers, Alameda CTC advertised the procurement of a Toll System Integrator (TSI) for this project. The interviews for the selection are complete and the staff is currently engaged in a BAFO negotiation process. The System Manager has been assisting the staff in the selection process, including in the BAFO negotiations.

It is critical that the CDM Smith's services are continued during this fiscal year for completion of the two critical task items, listed above.

Staff negotiated the scope and budget, in the amount of \$300,000 for the augmented services for the I-580 and I-680 Express Lanes, and recommends approval of Amendment No. 2 to Agreement No. A11-0033 with CDM Smith's for continued system manager services in the current fiscal year.

Since the current System Manager Contract was procured in 2011, nearly five years ago, based on anticipated services for a much simpler restricted access express lanes and condensed delivery schedule, staff recommends that a new System Manager is procured for the continued services on the I-580 and I-680 Express Lanes.

The new System Manager is expected to provide the following services:

- | | |
|----------------------|--|
| I-580 Express Lanes: | Final system acceptance at the conclusion of 1-year warranty period |
| | On-call System Manager support services, on an as-needed basis |
| I-680 Express Lanes: | Provide technical oversight and advise agency of toll lane implementation |
| | Review preliminary Electronic Toll System Design documents, including Con Ops, SEMP and Business Rules, and finalize them for approval |
| | Oversee the planning, design and implementation of toll systems by the Toll System Integrator (TSI), including the review and approval of all TSI deliverables |

Action No. 1: Approve and authorize the Executive Director to execute Amendment No. 2 to Professional Services Agreement No. A11-0033 with CDM Smith Associates, Inc. for the augmented scope of services and budget of \$300,000 for a total not-to-exceed budget of \$1,733,934 for continued System Manager Services.

Action No. 2: Authorize the release of a RFP and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for System Manager Services, for services from FY 2016/17 onwards.

Fiscal Impact: The recommended Action No. 1 will result in the encumbrance of \$300,000 of 2000 Measure B funds for subsequent expenditure. Funding for the effort will come from ACTIA Projects 8B and 26 and is included in the Alameda CTC Adopted FY2015-2016 Capital Program Budget.

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programs and Projects

[Kanda Raj](#), Express Lanes Program Manager

Attachments

- | | |
|---------------|----------------------------------|
| Attachment A: | Summary of Agreement No A11-0033 |
| Attachment B: | Project(s) Location Map |

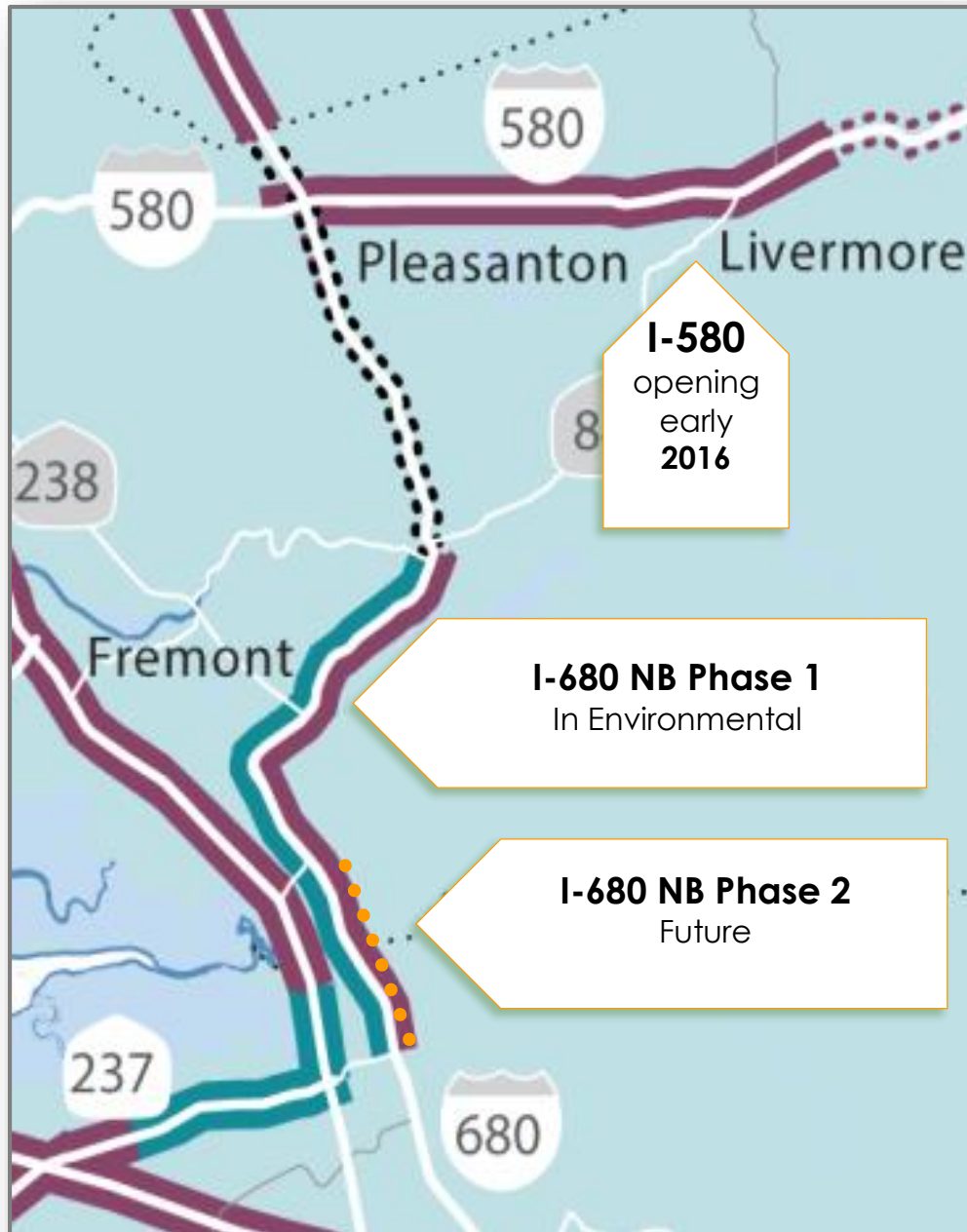
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Attachment A: Summary of Agreement No. A11-0033 with CDM Smith.

<u>Agreement No. A11-0033 Contract Summary</u>			
Contract Status	Work Description	Amendment Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement (A11-0033), executed December 2011	System Manager Services for closed access toll facilities Schedules: I-580 Express Lane Opening in August 2015 I-680 NB Express Lane Opening in August 2017		\$1,433,934
Amendment No. 1 July 2015	3-year time extension (until August 28, 2018)	\$0	\$1,433,934
Proposed Amendment No. 2 February 2016	System Manager Services for continuous access toll facilities Schedule: I-580 Express Lane Opening in February 2016	\$300,000	\$1,733,934
Total Amended Contract Not-to-Exceed Amount			\$1,733,934

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Alameda CTC Express Lanes



LEGEND

- EXISTING EXPRESS LANE
- NEAR TERM EXPRESS LANE PROJECTS (BY 2020)
- MID TERM EXPRESS LANE PROJECTS (BY 2025)
- LONG TERM EXPRESS LANE PROJECTS (BY 2035)

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Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (A07-011.BKF.Ph2, A99-0003, A12-0050, A12-0024, A08-017.TYLin, A08-017.RM(NS) and A10-0026)

RECOMMENDATION: Approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

The administrative amendment requests shown in Table A have been reviewed, and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project. Recommendations for task/phase budget realignments are detailed in Attachment B.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Table A: Administrative Amendment Summary
- B. Task/Phase Budget Realignment Request

Staff Contact

[Trinity Nguyen](#), Sr. Transportation Engineer

[Richard Carney](#), Project Controls Team

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	BKF Engineers	I-580 Westbound HOV Lane (PN1372.004 & 1372.005)	A07-011.BKF.Ph2	12 month time extension	1	None
2	Parsons Brinckerhoff, Inc.	Mission Blvd. Route 262/I-880 Interchange Reconstruction and Freeway Widening Project/Design and R/W engineering services	A99-0003	12 month time extension	1	None
3	City of Hayward	Route 92/Clawiter -Whitesell Interchange and Reliever Route	A12-0050	Phase Budget Realignment. See Attachment B for details.	5	None
4	City of Newark	Dumbarton Corridor Improvements – Central Avenue Overpass/Env-Design	A12-0024	12 month time extension and phase budget realignment. See Attachment B for details.	1,5	None
5	T.Y. Lin International CS	I-580 EB Auxiliary Lanes (PN 1368.004 & 1371.000)	A08-017.TYLin	12 month time extension	1	None
6	Rajappan & Meyer Consulting Engineers	I-880 SB PE/Design (PN 1376.000 & 1376.002)	A08-017.RM(NS)	12 month time extension	1	None
7	HQE, Inc.	PE/Env and Design Services for the East Bay Greenway Project (PN 1255.000)	A10-0026	12 month time extension	1	None

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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Task/Phase Budget Realignment Request

Phase Budget Realignment: Route 92/Clawiter – Whitesell Interchange and Reliever Route project (PN 1201.000)

The City of Hayward is the Sponsor of the Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (PN 615.0), a Measure B capital project. The project involves improving access to and from Route 92 in the area of the existing Route 92 / Clawiter Road Interchange to provide some congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road. The City is currently implementing the first phase of the project, which is comprised of local street system modifications. Project Specific Funding Agreement A12-0050, executed on May 26, 2011 and as amended on February 27, 2014, authorized \$26.437 million of Measure B for the Final Design, Right-of-Way (Support and Capital), Utility, and Construction phases of this first phase of the project.

The Right-of-Way (R/W) elements for this project include a total of ten acquisitions involving private, commercial, and public use parcels and five tenant relocations. Rohm & Haas California, Inc. (DOW Chemicals), Depot Road LLC, and Dorris Auto Wreckers, Inc. are three major acquisitions that greatly impacted the R/W costs. The budget estimated for R/W used the best available information; however, it could not reasonably estimate the outcome of property values, the number of parcels that would require eminent domain proceedings, or the level of design modifications necessary to minimize impacts to the adjacent properties.

The project is currently in construction and as of December 31, 2015 is over 50% complete, including all significant underground work. The project is on schedule to be completed by October 2016. The City has completed its evaluation of the prior phase expenditures and is requesting the realignments as shown in Table 1. The primary shifts are unused Measure B budget from the Right-of-Way support, Construction support and Utility phases to the R/W Capital phase. Additionally, there is \$607,000 of bid savings. The City is requesting that the bid savings also be made available for R/W capital. In accordance with the agreement stipulations, the City is responsible for addressing the overall project cost over runs. The City has identified and committed local funds to address the overall estimated total project shortfall of \$1.8 million.

The phase budget realignments as shown in Table 1 have been evaluated and (1) do not increase the Measure B commitments and (2) supports the project deliverables. Staff recommends approval of the City's phase budget realignment request.

Table 1: Route 92/Clawiter – Whitesell Interchange and Reliever Route project (PN 615.0)
Phase Budget Realignment Summary

Phase	Current Budget (\$)		Phase Adjustments (\$)		Proposed Budget (\$)	
	Measure B	Sponsor Funding	Measure B	Sponsor	Measure B	Sponsor Funding
Final Design (PS&E)	2,360,000	105,000	0	163,618	2,360,000	268,618
Right of Way Support	1,960,000	240,000	-267,008	-119,313	1,692,992	120,687
Right of Way Capital	8,590,000	0	1,430,369	1,398,184	10,020,369	1,398,184
Utility	500,000	0	-500,000	0	0	0
Construction Support	920,000	130,000	-56,361	-73,639	863,639	56,361
Construction Capital	12,107,000	0	-607,000	0	11,500,000	0
Total	26,437,000	475,000	0	1,368,850	26,437,000	1,843,850

Phase Budget Realignment: Dumbarton Corridor Improvements – Central Avenue Overpass (PN 1211.001)

The City of Newark is the Sponsor of the Central Avenue Overpass Project (PN 1211.001), which is a portion of the Dumbarton Corridor Improvements Project, a Measure B capital project. Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor.

Project Specific Funding Agreement A12-0024, executed on November 1, 2013 authorized \$2.765 million of Measure B for the Preliminary Engineering/Environmental Studies Phase and Plans, Specification, and Estimate (PS&E) phases of the project. The current phase budgets included assumptions that a higher level of environmental effort would be required and that preliminary engineering efforts would be required in order to achieve environmental clearance. The project was granted environmental clearance in November 2015 through the categorical exemption process which did not require preliminary engineering tasks to be performed. The engineering tasks are still required however will now be performed during the PS&E phase.

The City recently completed its procurement process for the selection of the design consultant and is ready to move forward with the PS&E phase. In addition to the phase budget realignments, the City is also requesting a 2-year time extension to complete the design work. The original schedule had assumed much of the discussions with Union Pacific Railroad would occur during the environmental/preliminary engineering phase.

The phase budget realignments as shown in Table A and the time extension request have been evaluated and (1) do not increase the Measure B commitments and (2) supports the project deliverables. Staff recommends approval of the budget realignments as shown below and the two-year time extension request.

Table 2: Dumbarton Corridor Improvements – Central Avenue Overpass (PN 625.1) Phase Budget Realignment Summary						
Phase	Current Budget (\$)		Phase Adjustments (\$)		Proposed Budget (\$)	
	Measure B	SPONSOR Funding	Measure B	SPONSOR Funding	Measure B	SPONSOR Funding
Environmental/PE	1,515,000	0	-1,515,000	30,000	0	30,000
PS&E	1,250,000	0	1,515,000	50,000	2,765,000	50,000
Total	2,765,000	0	0	80,000	2,765,000	80,000

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Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Alameda CTC FY2015-16 Second Quarter Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2015-16 Second Quarter Investment Report.

Summary

The Quarterly Consolidated Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of December 31, 2015. The report also shows balances as of June 30, 2015 for comparison purposes. The *Portfolio Review for Quarter Ending December 31, 2015* (Attachment B), prepared by GenSpring Family Offices, provides a review and outlook of current market conditions, the investment strategy used to maximize return without compromising safety and liquidity, and an overview of the strategy for the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of December 31, 2015. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of December 31, 2015:

- As of December 31, 2015, total cash and investments held by the Alameda CTC was \$389.2 million with bond proceeds accounting for \$29.2 million or 7.5% of the total.
- The 1986 Measure B investment balance increased by \$17.7 million or 14.2% from the prior year-end balance as a result of the sale of real property on Fremont Blvd. to the Fremont Unified School District. The 2000 Measure B investment balance decreased \$19.5 million or 10.3% due to capital project expenditures. The 2014 Measure BB investment balance increased \$31.8 million compared to one month of Measure BB collections received in June 2015. The ACCMA investment balance increased slightly by \$0.3 million or 0.7% primarily due to funds received for Measure F, Vehicle Registration Fees, during the second quarter of the fiscal year.

- Investment yields have increased slightly with the average return on investments for the second quarter at 0.41% compared to the prior year's average return of 0.30%. Return on investments were projected for the FY2015-16 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of December 31, 2015
- B. Portfolio Review for Quarter Ending December 31, 2015 (provided by GenSpring Family Offices)
- C. Fixed Income Portfolio and CDARS Investment Statements as of December 31, 2015

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of December 31, 2015							
1986 Measure B	Un-Audited	Interest Earned				FY 2014-2015	
		As of December 31, 2015				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 3,970,086	\$ 5,134	0.26%			\$ 4,284,902	6,361
State Treasurer Pool (LAIF) ⁽⁴⁾	11,770,547	32,526	0.35%			7,949,470	84,384
Investment Advisor ^{(1) (4)}	115,979,624	289,251	0.50%			101,830,435	355,760
Loan to ACCMA	10,000,000	-	-			10,000,000	-
1986 Measure B Total	\$ 141,720,257	\$ 326,910	0.46%	\$ 150,000	\$ 176,910	\$ 124,064,807	\$ 446,506
						Approx. ROI	0.36%
2000 Measure B	Un-Audited	Interest Earned				FY 2014-2015	
		As of December 31, 2015				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 5,795,609	\$ 8,333	0.29%			\$ 7,414,099	\$ 17,509
State Treasurer Pool (LAIF) ⁽⁴⁾	27,253,833	54,553	0.34%			22,283,870	102,190
Investment Advisor ^{(1) (4)}	98,446,329	230,463	0.47%			108,981,958	209,089
2014 Series A Bond Project Fund	17,279,836	15,334	0.18%			26,626,082	85,074
2014 Series A Bond Interest Fund	11,948,106	45,520	0.76%			14,748,844	100,783
Project Deferred Revenue ⁽²⁾	8,358,002	14,596	0.35%			8,515,433	14,122
2000 Measure B Total	\$ 169,081,716	\$ 368,800	0.44%	\$ 121,000	\$ 247,800	\$ 188,570,286	\$ 528,767
						Approx. ROI	0.28%
2014 Measure BB	Un-Audited	Interest Earned				FY 2014-2015	
		As of December 31, 2015				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 15,786,772	\$ 17,132	0.22%			\$ 3,448,809	\$ 102
State Treasurer Pool (LAIF) ⁽⁴⁾	19,500,000	\$ 5,690	0.36%			-	-
2014 Measure BB Total	\$ 35,286,772	\$ 22,822	0.13%	\$ 71,500	\$ (48,678)	\$ 3,448,809	\$ 102
						Approx. ROI	0.00%
ACCMA	Un-Audited	Interest Earned				FY 2014-2015	
		As of December 31, 2015				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 13,201,719	\$ 15,986	0.24%			\$ 16,560,969	\$ 9,590
State Treasurer Pool (LAIF) ⁽⁴⁾	24,492,780	37,815	0.35%			20,386,043	59,742
Project Deferred Revenue ⁽³⁾	15,442,646	27,344	0.35%			15,910,452	43,947
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACCMA Total	\$ 43,137,145	\$ 81,145	0.38%	\$ -	\$ 81,145	\$ 42,857,464	\$ 113,280
						Approx. ROI	0.26%
Alameda CTC TOTAL	\$ 389,225,890	\$ 799,677	0.41%	\$ 342,500	\$ 457,177	\$ 358,941,366	\$ 1,088,655

Notes:

- (1) See attachments for detail of investment holdings managed by Investment Advisor.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which includes TVTC funds.
- (3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which include VRF, TVTC, San Leandro Marina, TCRP, PTMISEA and Cal OES.
- (4) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (5) Alameda CTC investments are in compliance with the currently adopted investment policies.
- (6) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
December 31, 2015

Fixed Income Market Review and Outlook

After nearly a year of hints and posturing, the Federal Reserve finally raised interest rates at its December meeting by a quarter point to a range of 0.25%-0.50% and promised gradual increases going forward as conditions merit. While bonds seemed unfazed by the Fed's rate hike, the interest rate rollercoaster that characterized 2015 continued during December. The 10-year US Treasury yield see-sawed about 20 basis points in December, before ending at 2.26%.

Most bond indices were off modestly for December and the fourth quarter, but positive for the year. The Barclays Aggregate Bond Index fell 0.6% in fourth quarter, but gained 0.6% for 2015. Municipal bonds led the bond universe, posting gains for the month, quarter and year. Conversely, US high yield bonds fell for the quarter and the year, as nearly one-sixth of the sector is related to the oil & gas industry, while non-US bond segments were hampered by the strong US dollar.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 44.4% US Government Agency securities, 32.4% US Treasury securities, 23.0% High Grade Corporate Bonds, 0.0% Commercial Paper and 0.2% of cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending December 31, 2015, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

Budget Impact

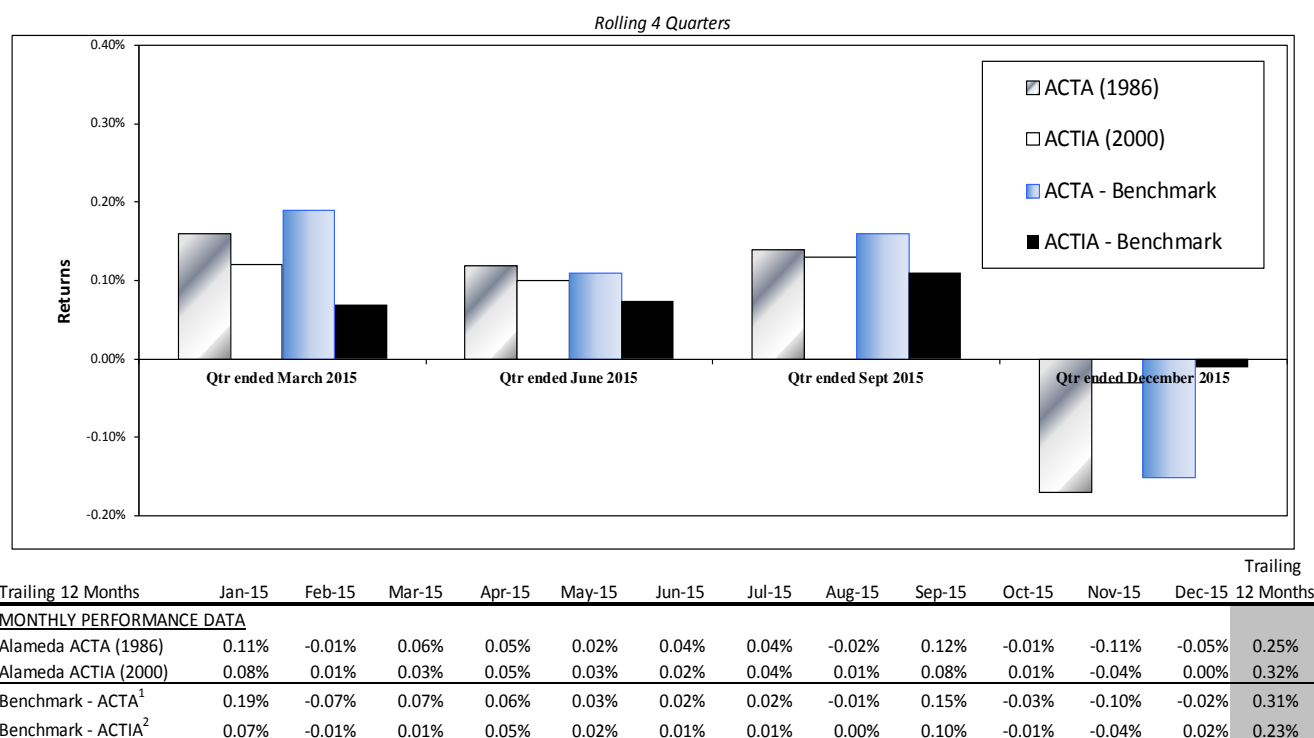
The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and

losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending December 31, the ACTA (1986 Measure B) portfolio returned **-0.17%**. This compares to the benchmark return of **-0.15%**. For the quarter ending December 31, the ACTIA (2000 Measure B) portfolio returned **-0.03%**. This compares to the benchmark return of **-0.01%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.86%**. The benchmark's yield to maturity was **0.62%**. For the quarter ending December 31, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.71%**. The benchmark's yield to maturity was **0.46%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

¹ ACTA Benchmark is a customized benchmark comprised of 25% ML 1 -3 year Tsy index, 25% ML 6mo. Tsy index and 50% ML 1 year Tsy index

² ACTIA Benchmark is currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index. Prior to March 1, 2014 the Benchmark was comprised of 100% ML 6mo. Tsy index

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an **Interest Fund** and **Project Fund** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with \$108,944,688 in the Project Fund and \$20,335,886 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

*As of December 31, 2015, \$91,810,371.48 had been distributed from the Project Fund and \$8,504,513.75 had been distributed from the Interest Fund. The quarter end values of the Interest and Project Funds, including unrealized gains and losses, were \$12,001,281.03 and \$17,282,176.33 respectively.

The portfolios were invested by buying allowable high grade fixed income securities. As of December 31, 2015 the average life of the cash flows for the Interest Fund was roughly **0.9** years while the average life of the cash flows of the Project Fund was anticipated to be approximately **1.0** month.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the Interest Fund portfolio's yield to maturity was **0.85%** and the Project Fund portfolio's yield to maturity was **0.13%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield **0.60%** and **0.13%** respectively.

For the quarter ending December 31, 2015, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

**Information in the Bond Proceeds Portfolios section may be updated by Alameda staff prior to presentation to the board.*

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FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				257,520.16		257,520.16		257,520.16	0.23		0.0
CORPORATE BONDS													
1,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	1,066,080.00	100.70	1,007,032.00	18,000.00	1,025,032.00	0.89	1.13	0.2
1,600,000.0000	06406hcg2	BANK NEW YORK MTN BK ENT 0.700% Due 03-04-16	A1	A+	99.83	1,597,200.00	99.98	1,599,716.80	3,640.00	1,603,356.80	1.41	0.79	0.2
900,000.0000	064159bv7	BANK OF NOVA SCOTIA 0.950% Due 03-15-16	AA2	A+	100.21	901,854.00	100.05	900,409.50	2,517.50	902,927.00	0.79	0.72	0.2
800,000.0000	713448bt4	PEPSICO INC 2.500% Due 05-10-16	A1	A-	103.03	824,232.00	100.61	804,876.00	2,833.33	807,709.33	0.71	0.79	0.4
1,000,000.0000	191216bd1	COCA COLA CO 0.750% Due 11-01-16	AA3	AA	100.15	1,001,500.00	99.89	998,912.00	1,250.00	1,000,162.00	0.88	0.88	0.8
1,000,000.0000	742718ed7	PROCTER & GAMBLE CO 0.750% Due 11-04-16	AA3	AA-	100.23	1,002,270.00	99.75	997,516.00	1,187.50	998,703.50	0.88	1.04	0.8
1,000,000.0000	478160bf0	JOHNSON & JOHNSON 0.700% Due 11-28-16	AAA	AAA	100.13	1,001,290.00	99.82	998,229.00	641.67	998,870.67	0.88	0.89	0.9
1,000,000.0000	25468pcs3	DISNEY WALT CO MTNS BE 1.125% Due 02-15-17	A2	A	100.63	1,006,290.00	100.11	1,001,082.00	4,250.00	1,005,332.00	0.88	1.02	1.1
1,000,000.0000	17275rak8	CISCO SYS INC 3.150% Due 03-14-17	A1	AA-	103.34	1,033,370.00	102.46	1,024,640.00	9,362.50	1,034,002.50	0.90	1.08	1.2
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A+	101.77	1,017,700.00	100.99	1,009,920.00	3,091.67	1,013,011.67	0.89	1.35	1.3
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.10	1,001,000.00	99.69	996,908.00	1,200.00	998,108.00	0.88	1.13	1.4
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	100.65	1,509,810.00	3,066.67	1,512,876.67	1.33	1.12	1.4
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	100.30	3,009,066.00	6,325.00	3,015,391.00	2.65	1.42	1.4
1,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	101.32	1,013,200.00	100.64	1,006,437.00	1,895.83	1,008,332.83	0.89	1.28	1.4
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	99.67	2,990,022.00	19,020.83	3,009,042.83	2.63	1.59	1.5
2,500,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.14	2,503,475.00	99.91	2,497,800.00	1,250.00	2,499,050.00	2.20	1.17	1.9
2,500,000.0000	458140a14	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.55	2,513,750.00	100.13	2,503,325.00	1,500.00	2,504,825.00	2.20	1.28	1.9
2,500,000.0000	594918as3	MICROSOFT CORP 1.000% Due 05-01-18	AAA	AA+	99.70	2,492,500.00	99.19	2,479,755.00	4,166.67	2,483,921.67	2.18	1.35	2.3
						27,564,796.00		27,335,456.30	85,199.17	27,420,655.47	24.04	1.19	1.3
GOVERNMENT BONDS													
3,000,000.0000	912828b41	UNITED STATES TREAS NTS 0.375% Due 01-31-16	AAA	AA+	100.15	3,004,570.32	100.01	3,000,150.00	4,707.88	3,004,857.88	2.64	0.32	0.1
11,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.56	10,951,875.00	99.98	10,997,855.00	5,860.66	11,003,715.66	9.67	0.32	0.3
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS 0.250% Due 05-15-16	AAA	AA+	99.70	2,990,859.36	99.93	2,997,900.00	968.41	2,998,868.41	2.64	0.44	0.4

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
675,000.0000	3133834r9	FEDERAL HOME LOAN BANKS 0.375% Due 06-24-16	AAA	AA+	99.69	672,934.50	99.87	674,154.23	49.22	674,203.44	0.59	0.63	0.5
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS 0.500% Due 09-28-16	AAA	AA+	99.93	24,982,250.00	99.82	24,956,125.00	32,291.67	24,988,416.67	21.95	0.73	0.7
10,000,000.0000	912828f47	UNITED STATES TREAS NTS 0.500% Due 09-30-16	AAA	AA+	100.05	10,004,687.50	99.84	9,983,980.00	12,704.92	9,996,684.92	8.78	0.71	0.7
3,000,000.0000	3137eads5	FEDERAL HOME LN MTG CORP 0.875% Due 10-14-16	AAA	AA+	100.45	3,013,500.00	100.07	3,002,217.00	5,614.58	3,007,831.58	2.64	0.78	0.8
2,500,000.0000	3134g3s50	FEDERAL HOME LN MTG CORP 0.625% Due 11-01-16	AAA	AA+	100.00	2,500,000.00	99.87	2,496,657.50	2,604.17	2,499,261.67	2.20	0.78	0.8
2,900,000.0000	3135g0gy3	FEDERAL NATL MTG ASSN 1.250% Due 01-30-17	AAA	AA+	100.68	2,919,691.00	100.38	2,910,875.00	15,204.86	2,926,079.86	2.56	0.90	1.1
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.08	2,001,658.00	6,277.78	2,007,935.78	1.76	0.93	1.2
1,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.32	1,003,180.00	99.72	997,165.00	1,479.17	998,644.17	0.88	0.97	1.3
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	99.48	9,947,660.00	8,472.22	9,956,132.22	8.75	0.90	1.3
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS 1.000% Due 12-19-17	AAA	AA+	99.97	1,999,340.00	99.75	1,995,018.00	666.67	1,995,684.67	1.75	1.13	1.9
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	99.30	1,985,960.00	5,541.67	1,991,501.67	1.75	1.20	2.2
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	103.80	3,114,141.00	21,802.08	3,135,943.08	2.74	1.16	2.2
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	99.74	2,493,482.50	5,156.25	2,498,638.75	2.19	1.24	2.3
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	102.82	2,570,410.00	5,112.85	2,575,522.85	2.26	1.19	2.3
					86,223,453.32			86,125,408.23	134,515.04	86,259,923.26	75.74	0.75	0.9
TOTAL PORTFOLIO					114,045,769.48			113,718,384.69	219,714.20	113,938,098.89	100.00	0.86	1.0

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				289,291.33		289,291.33		289,291.33	0.30		0.0
CORPORATE BONDS													
1,000,000.0000	36962gu69	GENERAL ELEC CAP CORP MTN BE 5.000% Due 01-08-16	A1	AA+	101.83	1,018,300.00	100.02	1,000,240.00	24,027.78	1,024,267.78	1.04	3.22	0.0
1,000,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	106.60	1,066,000.00	100.64	1,006,375.00	19,708.33	1,026,083.33	1.04	0.96	0.1
2,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	2,132,160.00	100.70	2,014,064.00	36,000.00	2,050,064.00	2.09	1.13	0.2
2,500,000.0000	46625hxx1	JPMORGAN CHASE & CO 3.450% Due 03-01-16	A3	A	103.73	2,593,300.00	100.42	2,510,430.00	28,750.00	2,539,180.00	2.61	0.92	0.2
825,000.0000	05531faf0	BB&T CORPORATION 3.950% Due 04-29-16	A2	A-	104.92	865,617.50	101.02	833,394.38	5,612.29	839,006.67	0.87	0.82	0.3
1,000,000.0000	459200h18	INTERNATIONAL BUSINESS MACHS 0.450% Due 05-06-16	AA3	AA-	100.07	1,000,664.00	99.90	998,972.00	687.50	999,659.50	1.04	0.74	0.3
1,000,000.0000	166764ac4	CHEVRON CORP NEW 0.889% Due 06-24-16	AA1	AA	100.50	1,005,000.00	100.02	1,000,247.00	172.86	1,000,419.86	1.04	0.83	0.5
1,000,000.0000	46625hja9	JPMORGAN CHASE & CO 3.150% Due 07-05-16	A3	A	101.66	1,016,580.00	101.03	1,010,340.00	15,400.00	1,025,740.00	1.05	1.11	0.5
1,000,000.0000	459200gx3	INTERNATIONAL BUSINESS MACHS 1.950% Due 07-22-16	AA3	AA-	101.15	1,011,530.00	100.60	1,005,981.00	8,612.50	1,014,593.50	1.04	0.87	0.6
1,500,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.30	1,504,485.00	100.06	1,500,840.00	5,383.33	1,506,223.33	1.56	0.86	0.6
1,000,000.0000	25468pcm6	DISNEY WALT CO MTNS BE 1.350% Due 08-16-16	A2	A	100.72	1,007,200.00	100.27	1,002,709.00	5,062.50	1,007,771.50	1.04	0.91	0.6
2,934,000.0000	458140ah3	INTEL CORP 1.950% Due 10-01-16	A1	A+	101.56	2,979,887.76	100.62	2,952,308.16	14,303.25	2,966,611.41	3.07	1.11	0.7
1,000,000.0000	07330nac9	BB&T BRH BKG & TR CO GLOBAL BK 1.450% Due 10-03-16	A1	A	100.64	1,006,366.00	100.37	1,003,664.00	3,544.44	1,007,208.44	1.04	0.96	0.8
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	99.67	2,990,022.00	19,020.83	3,009,042.83	3.10	1.59	1.5
						21,230,520.26		20,829,586.54	186,285.63	21,015,872.16	21.63	1.16	0.6
GOVERNMENT BONDS													
2,000,000.0000	313384sz3	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 02-12-16	AAA	AA+	99.87	1,997,472.22	99.97	1,999,458.00	0.00	1,999,458.00	2.08	0.23	0.1
2,500,000.0000	3130a5kw8	FEDERAL HOME LOAN BANKS 0.220% Due 02-29-16	AAA	AA+	99.94	2,498,550.00	99.99	2,499,707.50	1,863.89	2,501,571.39	2.60	0.29	0.2
10,000,000.0000	91282uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.57	9,957,048.00	99.98	9,998,050.00	5,327.87	10,003,377.87	10.38	0.32	0.3
25,000,000.0000	3137eadq9	FEDERAL HOME LN MTG CORP 0.500% Due 05-13-16	AAA	AA+	100.11	25,027,500.00	100.01	25,002,125.00	16,666.67	25,018,791.67	25.96	0.47	0.4
7,000,000.0000	3137eacw7	FEDERAL HOME LN MTG CORP 2.000% Due 08-25-16	AAA	AA+	101.80	7,126,140.00	100.80	7,056,336.00	49,000.00	7,105,336.00	7.33	0.75	0.6
10,000,000.0000	3135g0cm3	FEDERAL NATL MTG ASSN 1.250% Due 09-28-16	AAA	AA+	100.96	10,095,537.04	100.36	10,036,240.00	32,291.67	10,068,531.67	10.42	0.76	0.7
3,000,000.0000	91282rj1	UNITED STATES TREAS NTS 1.000% Due 09-30-16	AAA	AA+	100.55	3,016,523.43	100.20	3,005,976.00	7,583.33	3,013,559.33	3.12	0.73	0.7

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur- ation
10,000,000.0000	912828wf3	UNITED STATES TREAS NTS 0.625% Due 11-15-16	AAA	AA+	100.18	10,017,578.10	99.87	9,986,720.00	7,986.11	9,994,706.11	10.37	0.78	0.9
3,000,000.0000	31359m2d4	FEDERAL NATL MTG ASSN 4.875% Due 12-15-16	AAA	AA+	103.98	3,119,349.00	103.79	3,113,550.00	6,500.00	3,120,050.00	3.23	0.89	0.9
2,500,000.0000	912828rx0	UNITED STATES TREAS NTS 0.875% Due 12-31-16	AAA	AA+	100.11	2,502,832.03	100.06	2,501,562.50	60.10	2,501,622.60	2.60	0.81	1.0
						75,358,529.82		75,199,725.00	127,279.63	75,327,004.63	78.07	0.58	0.5
TOTAL PORTFOLIO						96,878,341.41		96,318,602.87	313,565.26	96,632,168.12	100.00	0.71	0.6

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				301,271.23		301,271.23		301,271.23	2.52		0.0
CORPORATE BONDS													
950,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	109.62	1,041,409.00	100.64	956,056.25	18,722.92	974,779.17	8.01	0.96	0.1
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.76	1,007,570.00	100.06	1,000,560.00	3,588.89	1,004,148.89	8.38	0.86	0.6
1,000,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	99.66	996,624.00	4,812.50	1,001,436.50	8.35	1.44	1.1
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	106.94	1,015,938.55	19,918.33	1,035,856.88	8.51	1.21	1.5
						4,142,238.00		3,969,178.80	47,042.64	4,016,221.44	33.25	1.12	0.9
GOVERNMENT BONDS													
1,800,000.0000	912828b82	UNITED STATES TREAS NTS 0.250% Due 02-29-16	AAA	AA+	99.82	1,796,695.31	99.99	1,799,859.60	1,520.60	1,801,380.20	15.08	0.30	0.2
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	AA+	100.15	1,802,671.88	99.98	1,799,578.80	4,249.32	1,803,828.12	15.07	0.66	0.6
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	99.75	1,795,429.80	4,249.32	1,799,679.12	15.04	0.85	1.1
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.36	1,530,134.76	3,252.40	1,533,387.16	12.82	1.01	1.6
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.15	743,613.00	1,900.76	745,513.76	6.23	1.15	2.1
						7,647,930.84		7,668,615.96	15,172.41	7,683,788.37	64.23	0.74	1.0
TOTAL PORTFOLIO						12,091,440.07		11,939,065.99	62,215.04	12,001,281.03	100.00	0.85	0.9

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
 December 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				5,679,215.13		5,679,215.13		5,679,215.13	32.86		0.0
GOVERNMENT BONDS													
2,600,000.0000	313384rn1	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 01-08-16	AAA	AA+	99.97	2,599,308.83	100.00	2,599,955.80	0.00	2,599,955.80	15.04	0.08	0.0
1,000,000.0000	313384ur8	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 03-23-16	AAA	AA+	99.91	999,097.78	99.93	999,342.00	0.00	999,342.00	5.78	0.29	0.2
2,008,000.0000	313384uw7	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 03-28-16	AAA	AA+	99.88	2,005,496.69	99.93	2,006,594.40	0.00	2,006,594.40	11.61	0.29	0.2
1,000,000.0000	313396va8	FEDL HOME LN MTG CORP DISC NT 0.000% Due 04-01-16	AAA	AA2	99.88	998,822.22	99.91	999,144.00	0.00	999,144.00	5.78	0.34	0.3
1,000,000.0000	313384vd8	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 04-04-16	AAA	AA+	99.88	998,788.89	99.91	999,115.00	0.00	999,115.00	5.78	0.34	0.3
						7,601,514.41		7,604,151.20	0.00	7,604,151.20	44.00	0.23	0.2
TREASURY BILLS													
2,000,000	912796hg7	UNITED STATES TREAS BILLS 0.000% Due 03-17-16	AAA	AAA	99.93	1,998,660.28	99.98	1,999,594.00	0.00	1,999,594.00	11.57	0.09	0.2
2,000,000	912796hk8	UNITED STATES TREAS BILLS 0.000% Due 04-07-16	AAA	AAA	99.92	1,998,438.22	99.96	1,999,216.00	0.00	1,999,216.00	11.57	0.14	0.3
						3,997,098.50		3,998,810.00	0.00	3,998,810.00	23.14	0.12	0.2
TOTAL PORTFOLIO						17,277,828.04		17,282,176.33	0.00	17,282,176.33	100.00	0.13	0.1

Fremont Bank
P.O. Box 5101
Fremont, CA 94537

Date 12/31/15
Page 1 of 2

ALAMEDA CTC

JAN 15 2016

RECEIVED

ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1016779551	06/26/14	06/23/16	0.55%	\$2,005,703.78	\$2,016,765.07
TOTAL				\$2,005,703.78	\$2,016,765.07

ACCOUNT OVERVIEW

Account ID: 1016779551
Product Name: 2-YEAR PUBLIC FUND CD
Interest Rate: 0.55%
Account Balance: \$2,016,765.07
The Annual Percentage Yield Earned is 0.55%.

Effective Date: 06/26/14
Maturity Date: 06/23/16
YTD Interest Paid: \$11,061.29
Int Earned Since Last Stmt: \$941.88

CD Issued by BB&T

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by East West Bank

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by EverBank

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by Grandpoint Bank

YTD Interest Paid:	\$889.50	12/01/15	OPENING BALANCE	\$161,289.32
Int Earned Since Last Stmt:	\$75.74	12/31/15	Interest Payment	889.50
		12/31/15	ENDING BALANCE	\$162,178.82

CD Issued by Mutual of Omaha Bank

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by The Park National Bank

YTD Interest Paid:	\$1,151.31	12/01/15	OPENING BALANCE	\$208,763.03
Int Earned Since Last Stmt:	\$98.03	12/31/15	Interest Payment	1,151.31
		12/31/15	ENDING BALANCE	\$209,914.34

CD Issued by Wallis State Bank

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by Western Alliance Bank

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

CD Issued by WesBanco Bank, Inc.

YTD Interest Paid:	\$1,288.64	12/01/15	OPENING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.73	12/31/15	Interest Payment	1,288.64
		12/31/15	ENDING BALANCE	\$234,953.13

Thank you for your business.

Fremont Bank
P.O. Box 5101
Fremont, CA 94537

Date 12/31/15
Page 1 of 3

ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

ALAMEDA CTC
JAN 15 2016
RECEIVED

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at 510-723-5855, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1017968358	06/25/15	06/23/16	0.54851%	\$2,010,999.51	\$2,010,999.51
TOTAL				\$2,010,999.51	\$2,010,999.51

ACCOUNT OVERVIEW

Account ID: 1017968358
Product Name: 52-WEEK PUBLIC FUND CD
Interest Rate: 0.54851%
Account Balance: \$2,010,999.51

Effective Date: 06/25/15
Maturity Date: 06/23/16
YTD Interest Paid: \$0.00
Interest Accrued: \$5,750.12
Int Earned Since Last Stmt: \$939.26

The Annual Percentage Yield Earned is 0.55%.

CD Issued by Banco Popular de Puerto Rico - IBC

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by BB&T

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by Commerce Bank & Trust Company

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$4,821.48
Interest Accrued:	\$13.78	12/31/15	ENDING BALANCE	\$4,821.48
Int Earned Since Last Stmt:	\$2.25			

CD Issued by First Foundation Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by First Independence Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by Howard Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by Legacy Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by Signature Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$33,347.38
Interest Accrued:	\$95.35	12/31/15	ENDING BALANCE	\$33,347.38
Int Earned Since Last Stmt:	\$15.58			

CD Issued by The Park National Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$24,830.65
Interest Accrued:	\$70.99	12/31/15	ENDING BALANCE	\$24,830.65
Int Earned Since Last Stmt:	\$11.59			

CD Issued by The PrivateBank and Trust Company

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

CD Issued by TriState Capital Bank

YTD Interest Paid:	\$0.00	12/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$696.25	12/31/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.73			

Thank you for your business.

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Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Alameda CTC FY2015-16 Second Quarter Financial Report

RECOMMENDATION: Approve the Alameda CTC FY2015-16 Second Quarter Financial Report.

Summary

The attached FY2015-16 Second Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, Special Revenue Funds, the Exchange Fund, the Debt Service Fund, and the Capital Projects Funds. This report provides a summary of FY2015-16 actual revenues and expenditures through December 31, 2015 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the actual revenue or expenditure item is over 50% of the total annual budget through the second quarter of the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 50% of the total annual budget through the second quarter of the fiscal year. A separate report for the Enterprise Fund has not been included in this second quarter report since the I-580 express lanes are not yet operational. At the end of the second quarter, the Alameda CTC is showing a net increase in fund balance in the amount of \$56.2 million primarily due to 2000 Measure B and 2014 Measure BB sales tax funds collected but not yet distributed to fund projects and programs in the Transportation Expenditure Plans. In addition, overall salary and benefit costs are \$2.0 million or 7.7% less than budget and 1.6% of overall expenditures through December 31, 2015.

Activity

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2015 by fund type:

General Fund

In the General Fund, the Alameda CTC's revenues are less than budget by \$3.9 million or 29.7%, and expenditures are under budget by \$5.2 million or 54.9% (see attachment A). These

variances are mainly due to the timing of costs for Transportation Planning activities. In addition expenditures for the Safe Routes to School Programs were less than anticipated in the second quarter of the fiscal year. Expenditures for Transportation Planning activities and Safe Routes to School Program costs in the General Fund correspond directly to revenues as the grant funds are received on a reimbursement basis, therefore as expenditures increase through the end of the fiscal year, the revenues also will increase.

Special Revenue Funds

The Special Revenue Funds group is made up of Measure B and Measure BB Program funds including funds for express bus; paratransit service; bike and pedestrian; transit oriented development; transit operations, maintenance and safety including affordable transit programs; freight and economic development; community development; technology development; and direct local distributions as well as Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$3.1 million or 3.5% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment B). Expenditures in the Special Revenue Funds are \$9.8 million or 11.1% less than budget mostly attributable to the timing of TFCA, VRF and other discretionary programming which were lower than projected through the second quarter of the fiscal year. Many programming agreements cover a two-year period and invoicing can occur towards the end of the agreement period.

Exchange Fund

As of December 31, 2015, Exchange Fund revenues were less than budget by \$4.8 million or 88.2% and expenditures were also less than budget by \$4.8 million or 88.6% (see attachment C). Budget in this fund is generally utilized on an as needed basis as exchanges are established to accommodate governmental agencies' needs. The recognition of revenue corresponds directly with the expenditures; therefore as expenditures increase, revenue will increase as well.

Debt Service Fund

The Debt Service Fund, held by Union Bank as the bond trustee, originally received \$20.3 million in bond proceeds from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 to pay interest costs. These funds were the premium amount, or the amount received over the par amount, of the bonds issued which is required to be used for debt service per our enabling legislation. The Government Accounting Standards Board requires bond interest to be recorded when paid; per the bond documents, interest payments are required to be made to bondholders on a semi-annually basis on September 1 and March 1 of each year. Half way through the fiscal year, expenditures for interest expense coincide exactly with budget since the debt service schedule was set when the bonds were issued in 2014 and interest expense was a known factor when the budget was established (see attachment D).

Capital Projects Funds

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA) and now also includes Measure BB capital projects. In fiscal year 2011-2012, Alameda CTC implemented a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through December 31, 2015 in the budget process generally will differ from the straight line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team to review year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are more than budget by \$16.8 million or 26.9%, mostly as a result of the sale of real property on Fremont Blvd. to the Fremont Unified School District. Expenditures are less than budget by \$77.0 million or 66.7% (see attachment E). Grant revenue corresponds directly to expenditures for capital projects. The following are some major factors contributing to project expenditure variances from budget.

1986 Measure B

The 1986 Measure B capital project costs were less than budget mostly related to the contract for the final design for the I-880 to Mission Blvd. East/West Connector project which was just executed within the last few months. Staff expects to see activity and the bulk of the invoicing on this project in future quarters for this fiscal year which will bring the expenditures for this project more in line with the budget.

2000 Measure B

2000 Measure B capital project costs were less than budget in part due to a delay in invoicing on the BART Warm Springs Extension project. In addition the I-680 Express Lane project expenditures are below projections because there was a late start on the final design contract. Expenses for the Route 92/Clawiter-Whitesell Interchange are below budget due to a delay in invoicing from the City of Hayward, although construction is in progress. These amounts are offset by the I-580 Corridor project which has moved the Measure B funding up to the first part of the year and should still be within budget by the end of the fiscal year.

2014 Measure BB

2014 Measure BB capital project costs were less than budget as the Measure BB program ramps up and staff awaits invoicing from agencies who were allocated initial grants funds in the Capital Investment Plan to develop a detailed project delivery strategy for their projects.

ACCMA

ACCMA capital project costs were less than budget in part due to the Route 24 Caldecott Tunnel and the I-80 Integrated Corridor Mobility projects which have experienced delays in billing from the City of Oakland and Caltrans, respectively. In addition, actual expenditures for the ACCMA I-680 Sunol Express Lanes were less than budget due to a late start on the final design contract. Also, the I-80 Integrated Corridor Mobility project has experienced a project delay which adds to the budget variances. This project is expected to wrap up this fiscal year, so budget for this project includes all remaining contingency amounts through the life of the project.

Limitations Calculations

Staff has completed the limitations calculations required for both 2000 Measure B and 2014 Measure BB relating to salary and benefits and administration costs, and Alameda CTC was in compliance with all limitation requirements.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2015
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2015
- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2015
- D. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2015
- E. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2015

Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

[Lily Balinton](#), Accounting Manager

ALAMEDA COUNTY TRANSPORTATION COMMISSION
General Fund Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Sales Tax Revenue	5,961,718	5,737,500	103.91	224,218
Investment Income	59,724	16,500	361.96	43,224
Member Agency Fees	697,409	697,410	100.00	(1)
Other Revenues	60,507	121,027	49.99	(6,466)
Grants	2,359,304	6,457,383	36.54	(4,129,458)
Total Revenues	9,138,660	13,029,820		(3,868,484)
<u>EXPENDITURES</u>				
<u>Administration</u>				
Salaries and Benefits	926,215	929,888	99.61	(194,614)
General Office Expenses	912,826	831,089	109.83	(113,471)
Other Administration	1,036,891	1,324,367	78.29	319,209
Commission and Community Support	82,362	65,575	125.60	(16,787)
Contingency	-	94,000	0.00	94,000
<u>Planning</u>				
Salaries and Benefits	321,774	389,265	82.66	200,419
Planning Management and Support	-	360,075	0.00	360,075
Transportation Planning	979,145	3,491,795	28.04	2,649,781
Congestion Management Program	29,604	340,000	8.71	310,396
<u>Programs</u>				
Salaries and Benefits	190,256	139,875	136.02	28,216
Programs Management and Support	-	94,250	0.00	94,250
Safe Routes to School Programs	(21)	1,337,615	(0.00)	1,337,636
Other Programming	97,425	135,000	72.17	37,575
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(63,928)	(141,341)	45.23	47,554
Total Expenditures	4,512,551	9,391,452		5,154,240
Net revenue over / (under) expenditures	4,626,110	3,638,368		1,285,755

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Special Revenue Fund Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Sales Tax Revenue	84,272,382	81,416,964	103.51	2,855,418
Investment Income	53,879	52,000	103.61	1,879
VRF Funds	6,282,777	6,000,000	104.71	282,777
Other Revenues	1,044,865	1,008,479	103.61	36,387
Grants	92,360	155,130	59.54	(62,770)
Total Revenues	91,746,263	88,632,572		3,113,691
<u>EXPENDITURES</u>				
<u>Administration</u>				
General Office Expenses	2,678	1,500	178.55	(1,178)
Other Administration	975	20,000	4.88	19,025
Commission and Community Support	3,900	14,125	27.61	10,225
<u>Programs</u>				
Salaries and Benefits	354,026	370,814	95.47	16,787
Programs Management	703,839	918,180	76.66	214,341
VRF Programming and Other Costs	4,271,621	8,177,054	52.24	3,905,433
Measure B/BB Direct Local Distribution	72,490,794	69,757,329	103.92	(2,733,465)
Grant Awards	388,027	6,089,601	6.37	5,701,574
Other Programming	175,810	2,802,617	6.27	2,626,807
Total Expenditures	78,391,671	88,151,219		9,759,548
Net revenue over / (under) expenditures	13,354,592	481,354		(6,645,857)

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Exchange Fund Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	18,915	-	-	18,915
Exchange Program Funds	624,528	5,467,590	11.42	(4,843,062)
Total Revenues	643,443	5,467,590		(4,824,146)
<u>EXPENDITURES</u>				
Salaries & Benefits	7,761	20,379	38.08	12,618
Programs Management and Support	-	2,500	0.00	2,500
Programming of Funds	616,767	5,444,711	11.33	4,827,943
Total Expenditures	624,528	5,467,590		4,843,062
Net revenue over / (under) expenditures	18,915	-		(9,667,208)

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Debt Service Funds Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	45,520	11,500	395.83	34,020
Total Revenues	45,520	11,500		34,020
<u>EXPENDITURES</u>				
Bond Interest Expense	2,850,675	2,850,675	100.00	-
Total Expenditures	2,850,675	2,850,675		-
Net revenue over / (under) expenditures	(2,805,155)	(2,839,175)		34,020

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
REVENUES				
Sales Tax Revenue	50,060,849	47,845,536	104.63	2,215,313
Investment Income	579,699	262,500	220.84	317,199
Other Revenues	14,076,650	596,950	2,358.10	13,479,700
Other Grants	14,640,095	13,836,413	105.81	803,683
Total Revenues	79,357,292	62,541,399		16,815,894
EXPENDITURES				
Administration				
Salaries & Benefits	59,356	57,461	103.30	(1,896)
General Office Expenses	93,777	93,531	88.03	11,199
Other Administration	109,322	113,439	106.46	(7,328)
Contingency	-	6,000	0.00	6,000
Capital Projects				
1986 Measure B				
Salaries and Benefits	11,261	42,525	26.48	31,264
Capital Expenditures	6,912	42,993	16.08	36,081
I-880/Mission Blvd Interchange	40,743	248,816	16.37	208,072
I-880 to Mission Blvd East-West Connector	89,640	11,159,767	0.80	11,070,127
I-580 Interchange Improvements in Castro Valley	724	1,785,692	0.04	1,784,968
Central Alameda County Freeway System Op. Analysis	260,930	201,482	129.51	(59,448)
Castro Valley Local Area Traffic Circulation Improvement	-	990,971	0.00	990,971
2000 Measure B				
Salaries and Benefits	37,204	26,293	141.50	(10,911)
Project Management/Close Out	3,734,984	3,247,511	115.01	(487,474)
ACE Capital Improvements	131,781	1,972,186	6.68	1,840,405
BART Warm Springs Extension	43,773	5,770,104	0.76	5,726,330
Downtown Oakland Streetscape	35,792	1,891,350	1.89	1,855,558
Telegraph Avenue Bus Rapid Transit	92,102	247,065	37.28	154,963
I-680 Express Lane	488,349	5,357,937	9.11	4,869,588
Iron Horse Trail	-	1,500,000	0.00	1,500,000
I-880/Broadway-Jackson Interchange	641,581	1,161,364	55.24	519,783
I-580/Castro Valley Interchange Improvement	(2,715,458)	124,082	(2,188.44)	2,839,540
I-580 Auxiliary Lanes	-	616	-	616
I-580 Aux Lane-WB Fallon to Tassajara	-	447,721	0.00	447,721
I-580 Aux Lane-WB Airway to Fallon	84,848	946,326	8.97	861,477
Rte 92/Clawiter -Whitesell Interchange	(1,430,362)	5,930,651	(24.12)	7,361,013
Hesperian Blvd/Lewling Blvd Widening	-	31,811	0.00	31,811
Westgate Parkway Extension	(10,284)	89,326	(11.51)	99,610
E. 14th/Hesperian/150th Improvements	-	876,636	0.00	876,636
I-680/I-880 Cross Connector Study	-	183,250	0.00	183,250
I-238 Widening	77,326	-	-	(77,326)
Isabel Avenue - 84/I-580 Interchange	(74,612)	3,649,348	(2.04)	3,723,959
Route 84 Expressway	10,460,858	13,938,774	75.05	3,477,916
Dumbarton Corridor Improvement	-	86,948	0.00	86,948
Dumbarton Corridor - Central Avenue Overpass	-	1,400,000	0.00	1,400,000
I-580 Corridor/BART to Livermore Study	10,091,711	5,871,286	171.88	(4,220,426)
I-80 Integrated Corridor Mobility	987	22,500	4.39	21,513

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
I-880 Corridor Improvements	757,453	1,124,790	67.34	367,337
CWTP/TEP Development	-	24,345	0.00	24,345
Studies at Congested Seg/Loc on CMP	-	88,086	0.00	88,086
<u>2014 Measure BB</u>				
Salaries and Benefits	-	41,311	0.00	41,311
Grand/MacArthur BART	-	37,500	0.00	37,500
Alameda to Fruitvale BART Rapid Bus	-	37,500	0.00	37,500
College/Broadway Corridor Transit Priority	-	37,500	0.00	37,500
Irvington BART Station	-	37,500	0.00	37,500
Bay Fair Connector/BART METRO	-	37,500	0.00	37,500
BART Station Modernization and Capacity Program	-	37,500	0.00	37,500
Dumbarton Corridor Area Transportation Improvements	-	32,241	0.00	32,241
Union City Intermodal Station	-	37,500	0.00	37,500
Railroad Corridor Right of Way Preservation and Track Improvements	-	32,241	0.00	32,241
Oakland Broadway Corridor Transit	-	37,500	0.00	37,500
Capitol Corridor Service Expansion	-	37,500	0.00	37,500
Congestion Relief, Local Bridge Seismic Safety	-	625,000	0.00	625,000
Countywide Freight Corridors	-	100,000	0.00	100,000
I-80 Gilman Street Interchange Improvements	65,467	750,000	8.73	684,533
I-80 Ashy Interchange Improvements	-	37,500	0.00	37,500
SR-84/I-680 Interchange and SR-84 Widening	-	1,969,741	0.00	1,969,741
I-580/I-680 Interchange Improvements	-	32,241	0.00	32,241
I-580 Local Interchange Improvement Program	-	125,000	0.00	125,000
I-680 HOT/HOV Lane from SR-237 to Alcosta	-	1,000,000	0.00	1,000,000
I-880 NB HOV/HOT Extension from A Street to Hegenberger	-	37,500	0.00	37,500
I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	-	37,500	0.00	37,500
I-880 Industrial Parkway Interchange Improvements	-	125,000	0.00	125,000
I-880 Local Access and Safety Improvements	-	275,000	0.00	275,000
Gap Closure on Three Major Trails	-	275,000	0.00	275,000
East Bay Greenway	16,659	1,579,976	1.05	1,563,317
<u>ACCMA</u>				-
Salaries and Benefits	43,435	96,326	45.09	52,891
Project Management/Close Out	-	26,813	0.00	26,813
Grand MacArthur	-	500	0.00	500
I-680 SB HOT Lane	123,668	1,519,372	8.14	1,395,704
Route 24 Caldecott Tunnel Settlement	(49,476)	2,000,000	(2.47)	2,049,476
I-680 North Safety & Oper Impr @ 23rd/29th	1,097,417	2,239,558	49.00	1,142,141
I-580 EB HOV Lane	-	1,000	0.00	1,000
I-580 Environmental Mitigation	-	98,598	0.00	98,598
I-580 EB Express (HOT) Lane	4,559,654	3,493,080	130.53	(1,066,574)
I-580 EB Express (AUX) Lane	681,601	2,534,199	26.90	1,852,598
I-580 Corridor ROW Preservation	-	64,210	0.00	64,210
I-680 Sunol Express Lanes-Northbound	376,045	4,500,000	8.36	4,123,955
I-580 Westbound HOV Lane	175,922	945,089	18.61	769,167
I-580 Westbound HOT Lane	6,265,917	6,720,541	93.24	454,624

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
December 31, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
Altamont Commuter Express	135,520	1,163,099	11.65	1,027,578
I-880 Southbound HOV Lane	145,624	2,776,724	5.24	2,631,099
I-880 Southbound HOV Lane Landscaping	-	327,267	0.00	327,267
Webster Street SMART Corridor	7,084	7,603	93.18	519
I-680/I-880 Cross Connector PSR	-	170,247	0.00	170,247
I-80 Gilman Interchange Improvements	105,059	1,060,862	9.90	955,803
I-680 SB HOV Lane	-	1,926,667	0.00	1,926,667
I-580 Soundwall Design	4,817	11,204	43.00	6,387
Route 84 Widening-Pigeon Pass to I-680	54,576	1,200,000	4.55	1,145,424
I-80 Integrated Corridor Mobility	1,229,882	3,917,660	31.39	2,687,778
SMART Corridors Operation and Management	177,684	570,108	31.17	392,423
Total Expenditures	<u>38,337,252</u>	<u>115,298,947</u>		<u>76,961,695</u>
Net revenue over / (under) expenditures	<u>41,020,041</u>	<u>(52,757,549)</u>		<u>(60,145,801)</u>

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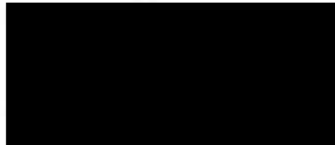
Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Director Elsa Ortiz, AC Transit

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Hale Zukas



Term Began: January 2014

Term Expires: January 2016

Date

See attached minute order

Director Elsa Ortiz, AC Transit

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail, email, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 893-6489

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

BOARD OF DIRECTORS

MINUTE ORDER

Staff Report No. 16-031	Meeting Date: January 13, 2016
Report Type: Briefing <input type="checkbox"/> Action <input checked="" type="checkbox"/>	
Recommended Action: Consider approving the reappointment of Hale Zukas as AC Transit's representative to the Alameda County Transportation Commission's Paratransit Advisory Planning Committee	

THE FOLLOWING ACTION WAS TAKEN BY THE BOARD OF DIRECTORS:

Agenda: Consent Calendar <input checked="" type="checkbox"/>	Consent Calendar Addenda <input type="checkbox"/>	Regular Calendar <input type="checkbox"/>
Approved <input checked="" type="checkbox"/>	Received <input type="checkbox"/>	Other <input type="checkbox"/>
w/ Modification(s) <input type="checkbox"/>		
MOTION: WALLACE/WILLIAMS to approve the reappointment of Hale Zukas as AC Transit's representative to the Alameda County Transportation Commission's Paratransit Advisory Planning Committee. The motion carried by the following vote:		
AYES:7: Wallace, Williams, Harper, Davis, Young, Ortiz, Peeples		
Summary of Discussion/Public Comment:		

[SEAL]

I certify that the foregoing is a correct copy of a Minute Order adopted by the Alameda-Contra Costa Transit District Board of Directors.

ATTEST:

Linda A. Nemeroff, District Secretary

By:  Deputy

Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Kevin Barranti
Home Address: [REDACTED]
Mailing Address (if different): _____
Phone: (home) [REDACTED] (work) NA (fax) NA
Email: Kevin M [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature

[Signature]

Date

1-13-2016

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:

Signature:

Bill Hansen

Date:

January 15, 2016

**Paratransit Advisory and Planning Committee (PAPCO) Application
Supplemental Information for:
Kevin M. Barranti**



I. Commission/Committee Experience: What is your previous experience on a public agency commission or committee?

I have recently joined the City of Fremont's Paratransit Advisory Committee and will be attending my first meeting on January 20, 2016.

II. Statement of Qualifications: Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment.

As a blind person (I have been blind since I was three years old), I bring unique perspectives to what it means to live in a world where visual cues dominate how a majority of people navigate their physical surroundings. My life and work experiences have helped me build a set of skills that are extremely useful in situations that require a complex understanding of the different challenges faced by individuals with disabilities. Through these experiences, I have learned how to advocate for myself and make services more responsive to the needs of people with disabilities.

Over the last sixteen years, I have used of the Paratransit Services in Alameda County. During that time, my use of the East Bay Paratransit, Fremont Paratransit and the Tri-City Taxi Voucher Programs have enhanced my independence to safely travel to work, medical appointments, grocery shopping, and numerous social outings. I value the independence these transportation services afford me. I would be honored to serve on the PAPCO Committee and continue the work to make transportation services accessible for seniors and people with disabilities.

III. Relevant Work or Volunteer Experience: Please list your current employer or relevant volunteer experience including organization, address, position and dates.

My employment history encompasses experience in serving diverse populations, including:

- individuals who use wheelchairs and other mobility aids
- Individuals who are blind and low vision
- Individuals who have autism and developmental disabilities

I was a receptionist for sixteen years at Chabot College in the Disabled Student Resource Center where I helped students get connected to support services, get answers to their questions and advocated for students as necessary.

As a Classroom Assistant for eight years at the California School for the Blind, I worked hands-on in the classroom teaching students daily living skills, be it tying their shoes or learning how to communicate more effectively with their peers or adults. I was also a role model to the students, using my own struggles and successes to teach them how to work through their own challenges and achieve their goals.

I thrive in an atmosphere in which I have opportunities to serve the needs of others with dignity and compassion.

Please see attached resume for additional information.

IV. Paratransit Experience: List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

I am currently enrolled with and use the East Bay Paratransit, Fremont Paratransit and the Tri-City Taxi Voucher Programs.

KEVIN BARRANTI

EXPERIENCE

STUDENT ASSISTANT California School for the Blind August 2004 - June 2012

Worked with visually impaired students under the direction of the teaching faculty to support student *Independent Education Plan* goals in both the classroom and community. Activities included braille literacy, financial management and mathematics, communication skills and advocacy, and independent living skills. Instructed a range of students living with a variety of disabilities beyond visual impairment.

Achievements

- Created systematic approaches for learning integrated into student educational plans (I.E.P.s) that students applied and easily repeated
- Established numerous supportive teaching & mentor relationships with diverse student population
- Relating from a unique personal perspective, created an environment in which students overcame attitudes detrimental to the learning process
- Raised the expected standards of the students, all the while treating them with respect and dignity

STUDENT ASSISTANT Chabot College January 1994 - December 2010

Administrative facilitator at the Disabled Students Resource Center, serving a diverse population of students. Performed clerical and administrative duties including in-person and telephone reception, managed appointments and scheduling for counseling staff, provided information & referral to various resources, liaised between students and counseling staff.

Achievements

- Established and facilitated changes in efficiency of operating procedures at the front desk
- Trained four employees in reception & administrative tasks
- When appropriate, interceded on behalf of a student to receive immediate assistance in completing documents for school transfers and connecting to support services

EDUCATION

ASSOCIATE OF SCIENCE Chabot College August 2000 – June 2004

Completed three distinct Associate Degree tracks in the following areas:

- Business Studies
- Business Management
- Marketing

AFFILIATIONS

- President of Able-Disable Club, Chabot College

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	1
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	1

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

7.2

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17
2	Ms.	Hawley, Vice Chair	Miriam	Oakland	League of Women Voters	Apr-14		N/A
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A
4	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
5	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
12	Ms.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A
13	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16
14	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15
15	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

16	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16
17		Vacancy			Bike East Bay			



Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, November 23, 2015, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>A</u> Joyce Jacobson	<u>A</u> Carmen Rivera- Hendrickson
<u>A</u> Will Scott, Vice-Chair	<u>P</u> Sandra Johnson-Simon	<u>P</u> Michelle Rousey
<u>A</u> Larry Bunn	<u>P</u> Jonah Markowitz	<u>P</u> Harriette Saunders
<u>P</u> Shawn Costello	<u>A</u> Rev. Carolyn Orr	<u>P</u> Esther Waltz
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	<u>P</u> Hale Zukas
	<u>A</u> Vanessa Proee	

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Gladys Parmelee, Administration Team

Guests:

Dana Bailey, City of Hayward Paratransit Program; Ken Bukowski, Public Member; Catherine Callahan, Center for Independent Living; Jennifer Cullen, Senior Support Services of the Tri-Valley; Shawn Fong, City of Fremont Paratransit Program; Rashida Kamara, Transdev; Penny Powers, Public Member; Kim Ridgeway, AC Transit; Laura Timothy, BART

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

Public comment was heard from Ken Bukowski.

3. Administration

3.1. September 28, 2015 PAPCO Meeting Minutes

Jonah Markowitz moved to approve the September 28, 2015 PAPCO Meeting minutes as written. Michelle Rousey seconded the motion. The motion passed (9-0-1; Member Shawn Costello abstained). Members Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Jonah Markowitz, Sharon Powers, Michelle Rousey, Harriette Saunders, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

3.2. October 26, 2015 Joint PAPCO and ParaTAC Meeting Minutes

Herb Hastings moved to approve the October 26, 2015 Joint PAPCO and ParaTAC Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (9-0-1; Member Sylvia Stadmire abstained). Members Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Jonah Markowitz, Sharon Powers, Michelle Rousey, Harriette Saunders, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

3.3. FY 2015-16 PAPCO Meeting Calendar

Committee members received the updated FY 2015-16 PAPCO meeting calendar.

3.4. FY 2015-16 PAPCO Work Plan

Committee members received the updated FY 2015-16 PAPCO work plan.

3.5. PAPCO Appointments

Committee members received the current PAPCO appointments.

4. Quarterly Paratransit Strategic Planning Workshop Feedback (Verbal)

Cathleen Sullivan gave an overview of the Paratransit Strategic Planning Workshop that took place on October 26, 2015. The workshop focused on same-day accessible trips. PAPCO members had the opportunity to provide feedback on the workshop.

Questions and feedback from PAPCO members:

- A Committee member noted that she learned some new things. She also noted that there was not a lot of information provided regarding Para-Taxi, which is the accessible service in the Tri-Valley area. Another Committee member noted there are currently no reliable same day accessible services in the Tri-Valley.
- A Committee member noted that he supports the Hospital Discharge Transportation Service but he would like to see the Alta Bates system enrolled in the program. He also noted that City of Berkeley residents are fortunate enough to have Easy-Does-It but it would be great to have other options. There should be more promotion of these programs at the hospitals, especially with the social workers.
- A Committee member noted that most hospitals still use taxi voucher programs when discharging patients as it has been most convenient for them. However, the taxis are usually not accessible vehicles.

5. Draft Implementation Guidelines and Performance Measures Review and Discussion

Naomi Armenta reviewed the draft Implementation Guidelines and performance measures.

Questions and feedback from PAPCO members:

- A Committee member asked if there will be any changes to the fares for city-based specialized accessible van service. Staff responded that any changes to fares are at the discretion of the program sponsor with local consumer input.

6. Gap Grant Cycle 5 Program Report: Central County Taxi Program (Verbal)

Dana Bailey with the City of Hayward Paratransit program gave a Gap Grant Cycle 5 program report on the Central County Taxi Program. Dana gave an overview of the programs' services, ridership, program challenges and other activities.

Questions and feedback from PAPCO members:

- A Committee member asked for clarification on the taxi debit card. The guest speaker responded that Hayward paratransit staff members are still doing research on what the taxi debit card would look like and what its specific functions would entail. More information will be provided once it becomes available.
- A Committee member asked what the service area is for San Leandro residents. The guest speaker responded that the service area includes the cities of San Leandro, Hayward and surrounding unincorporated areas such as Castro Valley and to the Hayward/Union City border.
- A Committee member asked if the taxi program is accessible and if so, how many vehicles are currently available. The program offers an accessible option through St. Mini Cab's, the primary taxi provider, subsidiary service, Bell Transit. There are currently at least three accessible vehicles available at all times.
- A Committee member asked if there are any efforts to recruit more accessible taxi drivers. The guest speaker responded that Hayward paratransit staff members are currently discussing this issue with St. Mini Cab, including discussing driver incentives.

7. Gap Grant Cycle 5 Program Report: Tri-City Taxi Voucher Program (Verbal)

Shawn Fong with the City of Fremont Paratransit program gave a Gap Grant Cycle 5 program report on the Tri-City Taxi Voucher Program. Shawn gave an overview of the programs' services, ridership, program challenges and other activities.

Questions and feedback from PAPCO members:

- A Committee member had concerns regarding encouraging taxi program participants to automatically tip their taxi drivers. She recommended tipping drivers based on their overall service and customer satisfaction.
- A Committee member asked how many taxi companies are currently providing service to this program and how many are providing accessible service. The guest speaker responded that the program is technically working with two taxi companies that have the same owner. When the Request for Qualifications (RFQ)

was released they required eligible taxi companies to have a minimum of four taxi cabs available for this program. Also there are currently no accessible taxis in the Tri-City area.

- A Committee member asked for clarification on the reduced voucher allotment. The guest speaker noted that the changes were made between FY14-15 and FY15-16 and reduced the voucher allotment from 96 per year to 20 per quarter to better control the demand for the voucher program.
- A Committee member asked if there has been any consideration to remove the voucher expiration dates. The guest speaker responded that the vouchers need to have expiration dates because the funding is limited to a given period of time.
- A staff member asked if there has been any conversation regarding reciprocity amongst other city programs. The guest speaker responded that given the number of trips, travel patterns and general service parameters, staff has not actively looked into reciprocity as it may pose some larger complications.

8. East Bay Paratransit Report (Verbal)

Rashida Kamara and Laura Timothy gave a status report on East Bay Paratransit's ridership, customer service and recent broker office activities.

Questions and feedback from PAPCO members:

- A Committee member expressed interest in seeing the Interactive Voice Response (IVR) system have a complete and successful implementation process.
- A Committee member recommended the IVR calls include standing order trips for individuals who may have multiple trips scheduled in one day. The guest speaker responded that the calls are intended for the demand trips as they are where they are most needed and there is a limit to how many calls the system can make.
- A Committee member asked if ridership is stable. The guest speaker responded that although overall ridership has seen a slight decrease, they have seen a large increase in individuals who are certified to use the service.

- A Committee member noted that the number of newly certified individuals does not match the total number of certification determinations that were made. The guest speaker responded that these individuals may have been certified through other agencies.
- A Committee member asked if there are any current issues with retaining drivers. The guest speaker responded that First Transit, one of the providers, is working on various strategies to recruit and maintain drivers including incentives, retention programs, and sign-on bonuses for new and existing drivers.

Committee member Herb Hastings is now chairing the meeting.

9. PAPCO Member Reports and Outreach Update

Harriette Saunders shared that she recently participated in USOAC's annual walking club luncheon and it was well attended. She also participated in the Senior Injury Prevention Program's talk regarding how to avoid falling.

Esther Waltz shared that she will be working one last year at the Alameda County Fair and is looking forward to spending some of her time doing outreach for PAPCO and Alameda CTC.

9.1. Paratransit Outreach Calendar

Krystle Pasco gave an update on the following outreach events:

- 2/3/16 – Transition Information Night, Fremont Teen Center from 6:00 p.m. to 8:00 p.m.

10. Committee and Transit Reports

10.1. Independent Watchdog Committee (IWC)

Herb Hastings gave an update on the IWC and noted that the last meeting took place on Monday, November 9th. They held their annual elections for officers and discussed their committee bylaws and the comprehensive annual report.

10.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Esther Waltz gave an update on the SRAC and noted that the last meeting took place on Tuesday, November 3rd. They discussed the feasibility for using credit cards to purchase paratransit tickets and they viewed the ADA anniversary celebration video. They also received a presentation on emergency planning and preparedness as well as an update on the IVR system. The next SRAC meeting is on Tuesday, January 5th.

10.3. Other ADA and Transit Advisory Committees

Committee members received other ADA and transit advisory committee meeting minutes.

11. Information Items

11.1. Mobility Management – Promising Practices in Mobility Management: Integrating Services Across Transportation Modes

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet.

11.2. Other Staff Updates

Naomi Armenta gave an update on the Gap Grant Cycle 5 progress reports. She noted that staff will be providing follow up information to members' questions at the January 25th PAPCO meeting.

12. Draft Agenda Items for January 25, 2016 PAPCO Meeting

12.1. Final Implementation Guidelines and Performance Measures Review and Discussion

12.2. Countywide Transit Plan Presentation

12.3. 2015 Paratransit Outreach Summary Report

13. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO meeting is scheduled for January 25, 2016 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2015-2016**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	1
3	Mr.	Barranti	Kevin	Fremont	Pending Commission Approval City of Fremont Mayor Bill Harrison	Feb-16		Feb-18	0
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	2
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-16	Jan-18	4
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	2
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Vice Mayor Rebecca Kaplan	Oct-05	Jan-14	Jan-16	4
11	Ms.	Proee	Vanessa	Hayward	City of Hayward Mayor Barbara Halliday	Mar-10	Jan-16	Jan-18	4
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	3

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	1
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	0
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
18		Vacancy			Alameda County Supervisor Richard Valle, D-2				
19		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
20		Vacancy			City of Livermore Mayor John Marchand				
21		Vacancy			City of Newark Councilmember Luis Freitas				
22		Vacancy			City of Piedmont Mayor Margaret Fujioka				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities and approve legislative positions

Summary

This memo provides an update on federal, state, and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities. This is an action item.

Background

The Commission unanimously approved the draft 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

Budget: Governor Jerry Brown unveiled his proposed spending plan for 2016-17 on January 7th. The budget proposal outlines a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. While the Governor forecasts the 2015-16 fiscal year ending with a \$5.2 billion surplus – about \$1.6 billion of the surplus is placed in the Rainy Day Fund.

Rainy Day Fund: Pursuant to Proposition 2, the Rainy Day Fund will have a balance of \$4.5 billion by the end of the 2015-16 fiscal year. This is 37% of the target amount specified in the proposition, which calls for the fund to equal 10% of tax revenues. The balance is projected to increase by \$1.6 billion at the beginning of the 2016-17 fiscal year, bringing the total to \$6 billion – 48% of the target amount. The Governor proposes to use surplus revenue to make an additional \$2 billion deposit into the Rainy Day Fund. This would bring the balance to \$8 billion or 65% of the target.

Transportation Funding: The governor's budget reiterates the transportation funding proposal he released last August. However, the spending plan in the Budget assumes it will be adopted. To recap, the governor's transportation funding plan would generate \$3.6 billion annually through the following:

- Road Improvement Charge — \$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax — \$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual Board of Equalization (BOE) adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax — \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade — \$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.
- Caltrans Efficiencies — \$100 million in cost-saving reforms.
- State and Local Partnership — \$250 million annually to provide matching grants for locally imposed transportation tax revenue.
- Loan Repayment — In addition, the budget proposes to accelerate the repayment of \$879 million in outstanding loans made from transportation accounts over the next four fiscal years.

This funding proposal would generate \$36 billion for transportation projects over the next ten years. Assuming the reality of a 2/3 vote is achieved; the budget proposal would allocate \$1.7 billion in new funds in 2016-17 as follows:

- \$342 million for local streets and roads that would be allocated to cities and counties for local road maintenance according to existing statutory formulas. The budget also includes an additional \$148 million from loan repayments to

reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.

- \$100 million in Cap and Trade funds for the Low Carbon Road Program which would be implemented by Caltrans to provide grants for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- \$409 million in Cap and Trade funds (also includes \$9 million from loan repayments) for the Transit and Intercity Rail Capital Program, with at least 50% of the funds directed to benefit disadvantaged communities. This is in addition to the \$200 million in continuously appropriated Cap and Trade funds allocated to this program. Total funding for the Transit and Intercity Rail Program would be \$600 million annually.
- \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- \$211 million (\$11 million from loan repayments) for the Trade Corridor Improvement Fund (TCIF) for improvement projects along the State's major trade corridors.

Assemblymember Frazier Transportation Proposal (AB 1591): On January 5th, Assemblymember Jim Frazier, Chair of Assembly Transportation, released a transportation proposal for over \$7 billion per year.

AB 1591 discusses the significant deferred maintenance and a lost opportunity on economic growth due to unfunded transportation investments in California. AB 1591 notes that the state faces an existing highway system backlog of \$59 billion and cities and counties face a \$78 billion backlog for maintaining local streets and roads over the next 10 years. The bill also discusses that taxes and fees dedicated to transportation system maintenance have not been increased in over 20 years, while costs have steadily increased, resulting in deferred maintenance and a cost to California motorists of almost \$17 billion each year in extra maintenance and car repair bills (estimated at more than \$700 per driver) due to the state's poorly maintained roads.

Key components of AB 1591 are summarized below and included in Attachment B:

- Stabilize Excise Tax: set at historic 18 cents/gallon, adjust annually for inflation in 2019 and every three years thereafter (eliminates gas tax swap) = \$500M
- Diesel Excise Tax: increase by 30 cent/gallon = \$840M/year
- Vehicle Registration Fee: increase by \$38/year and direct funds to roads maintenance and rehabilitation = \$1.254B

- Electric vehicle surcharge: \$165 fee, with allowances to delay it to second year of ownership to allow financial incentives to remain in effect = \$16M to roads maintenance and rehabilitation
- Cap & Trade:
 - TCIF: 20% from Cap & Trade = \$400M/year
 - Transit and Intercity Rail: an additional 10% from Cap & Trade = \$200M/year
- State and Local Partnership Program: 5% for measures passed after 2016
- Truck Weight Fees: Restore to State Highway Account = \$1B/year
- Loan repayment: accelerate repayments= \$879M

This proposal is now amongst the Governor's proposal and other Senate and Assembly proposals introduced last year. A chart comparing the different proposals is included in Attachment C. Over the coming months, the legislature will debate the multiple proposals to try to arrive at a consensus on how to fund transportation maintenance in California. Any of the revenue increasing options will require a 2/3 vote to increase fees and/or taxes.

Legislative Recommendation: Alameda CTC's adopted legislative program includes support for increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means, and to support a designated funding stream for goods movement. In addition, Alameda CTC's program supports rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.

AB 1591, if approved, would make significant funding available for road repairs, freight and transit investments. AB 1591 has a state and local partnership program (SLPP) that sets aside 5% of funds for counties that pass a transaction and use tax after July 1, 2016. If approved as currently written, Alameda CTC would not be eligible to receive a portion of these funds, similar to how SB 1X1 (Beall's transportation bill) was written. Last year, Alameda CTC took action and provided written correspondence to Senator Beall that is directly relevant to the 5% proposal in AB 1591.

Alameda CTC recognizes that AB1591 provides an equitable balance of tax and fee increases that will be used to fund the maintenance needs of both the state highway system and local streets and roads. However, AB 1591 proposes to set aside tax revenue that is collected statewide to fund a SLPP that would benefit a select group of counties. Alameda CTC believes that excluding those counties that have already done the extensive work to pass the 2/3 voter threshold to tax themselves and which provide almost \$4 billion annually into the state transportation system is not equitable.

While the Alameda CTC understands the benefits associated with expanding the number of Self-Help Counties, creating a SLPP that is open to all should be sufficient

incentive, and an open SLPP recognizes the important contributions all Self-Help Counties have made to our transportation system. Alameda CTC's aim is to reward Self-Help Counties while also supporting incentives for those that are working toward becoming Self-Help Counties.

Therefore, staff recommends a **support and seek amendments position** on this bill and is working with the author's office regarding the 5% SLPP.

An update on the STIP crises discussed at the January Commission meeting will be presented verbally to the Commission.

Federal Update

The following update provides information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

On December 4th, President Obama signed into law the Fixing America's Surface Transportation Act (FAST), H.R. 22, a five-year, \$305 billion surface transportation program. Alameda CTC's federal lobbyist team will present an overview of the FAST Act during the Commission meeting and will discuss how Alameda CTC can effectively position itself for funding. Below is a brief highlight of certain sections of the FAST ACT related to Alameda CTC:

- **Highway:** increases in overall highway with new focus on freight, including a multimodal freight network
 - California expects just under \$20 billion over five years, keeping the highway apportionment program intact
 - New National Highway Freight Program – California will receive an annual average of \$117 million per year
 - New Freight Discretionary Program: \$900 million per year
 - Projects must cost \$100 million (\$500 million limit on non-highway multimodal projects)
 - Federal share is 60 percent; requires 40 percent match, which can use other federal dollars for a not-to-exceed 80 percent match
- **Surface Transportation Block Grant (STBG):** helps fund the One Bay Area Grant (OBAG) program
 - Renames Surface Transportation Program and increases sub allocation from 50 -55 percent by 2020; makes program more flexible, including use for local roads and rural collectors
 - Transportation Alternatives Program (TAP) folded into STBG as a set-aside with specific amount
 - Funding:

- California STBG - \$4.68 billion over 5 years; annual average of \$936 million (up from \$887 million in 2015)
 - Bay Area - \$463 million over five years
- **CMAQ** – helps fund OBAG
 - Funding: California CMAQ - \$2.4 billion over 5 years (annual average of \$481million); Bay Area: \$371 over 5 years
- **Transit:** increases in overall transit funding with new grant programs, however, formula funding is relatively flat. According to MTC's estimates the formula funds in the Bay Area decline in first year, then increase in later years. California expects just over \$8 billion over 5 years and the Bay Area approximately \$2.6 billion over 5 years
 - New Starts – 21% boost in program, and a change in matching requirements from 80 to 60%
 - New Bus and Bus Facility grant program: \$304 million per year
 - Includes \$55 million per year set-aside for low and no emission buses and 10 percent rural set-aside
 - State of good repair increased significantly: 15 percent over current in 2016 and 24% increase by 2020 (\$2.7 billion/year)
 - Enhanced Seniors/Disabled: minor increase at 2% per year (\$263 million over 5 years – almost \$50 million per year)
 - Creates a pilot program for innovative coordinated access and mobility with a focus on technology

On January 9, 2016, President Obama submitted his final proposed budget to Congress, included in Attachment D. His proposal comes in the context of a heated election year, where budget compromises may become even more difficult.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. AB 1591 Fact Sheet
- C. State Transportation Funding Proposals Comparison Chart
- D. President Obama Fiscal Year 2017 Budget Request to Congress

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy



2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

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www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods. Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

ASSEMBLY BILL 1591: TRANSPORTATION FUNDING**Assemblymember Jim Frazier****THE PROBLEM IN BRIEF:**

California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

BACKGROUND:

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

THE BILL:

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
 - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
 - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

FOR MORE INFORMATION

Janet Dawson
(916) 319-2093
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California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
Truck Weight Fees	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal Keep using weight fees for debt service.	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal Keep using weight fees for debt service.
Loan Repayment	Repay over two years \$879 million in outstanding loans made from various transportation accounts to the general fund. This revenue would be allocated to cities and counties for road improvement projects.	No proposal	Repay all outstanding loans with equal payments over three years. (\$879 million)	Use Prop 2 Rainey Funds to repay over time all post and pre-Prop 42 loan (\$1.8 billion) and repay weight fee revenue diverted to the general fund that was used for purposes other than debt payments (\$1.3 billion)	Repay \$879 million over the next four fiscal years.
Excise Tax	\$3.3 billion annually by increasing the gasoline excise by 22.5 cents. This new base rate would be adjusted for inflation. \$840 million annually by increasing the diesel fuel excise tax by 30 cents, and indexing it for inflation. This revenue would be dedicated the Trade Corridor Investment Fund.	No Proposal	12 cent increase on gasoline. The excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted. 22 cent increase on diesel fuel. Diesel excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted.	No Proposal	\$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation.

California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
Vehicle Registration Fees	<p>\$1.24 billion by increasing vehicles registration fees by \$38. These funds would be deposited in the Road Maintenance and Rehabilitation Account.</p> <p>\$16 million by imposing an annual surcharge of \$165 on all zero emission vehicles and alternatively fueled vehicles.</p>	No Proposal	\$35 per vehicle and a \$100 fee on zero emission and alternatively fueled vehicles.	No Proposal	\$2 billion from a new \$65 fee on all vehicles, including zero emission and alternatively fueled vehicles
Cap & Trade Revenue	<p>Increase the share of cap & trade auction revenue appropriated to the Transit & Intercity Rail Program from 10% to 20%. This would increase this Program from \$200 million annually to \$400 million annually.</p> <p>Annually appropriate 20% of cap & trade auction revenue, about \$400 million per year, to the Trade Corridor Investment Fund. This new program would use cap & trade revenue to improve the state's freight corridors.</p>	Divert 40% of cap & trade auction revenue to road maintenance projects. (\$1+ billion annually)	No Proposal	Dedicate \$1.9 billion annually in cap & trade auction revenue to transportation projects, and specifically prohibits the use of auction revenue for high speed rail.	<p>\$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.</p> <p>\$400 million appropriated annually to the Transit Capital & Intercity Rail Program, and \$100 million cities and counties for complete streets.</p>

California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
General Fund	No Proposal	Annually appropriate \$1 billion in general fund revenue to transportation. Dedicate \$200 million per year of state infrastructure funds to transportation.	No Proposal	No Proposal	No Proposal
Trade Corridor Investments	This proposal dedicates \$400 million in cap & trade revenue and \$840 million in diesel excise tax revenue to trade corridor projects.		Dedicates 12 cents of the diesel fuel excise tax increase, approximately \$300 million annually, to trade corridor projects.		Allocates \$200 million for trade corridor projects.
Other Proposals	5% of the gasoline excise tax increase, about \$165 million annually would be set aside for a State and Local Partnership Program for counties currently without a local transportation sales tax program.	Implement the LAO's findings that 3,500 positions within Caltrans could be eliminated. (\$500 million annually) Eliminate all vacant position within state government and direct 25% of the saving to transportation. (\$685 million annually)	Requires Caltrans to increase efficiencies by 30% over three years, with the goal of producing \$100 million in saving to be used for state highway projects	None	\$250 million annually to provide matching grants for locally imposed transportation tax revenue. Requires Caltrans efficiencies to produce \$100 million.
Sunset Date	Not specified	Not Specified	Not Specified	Not Specified	Assumes 10 year life
Total Added Revenue	\$7.859 billion	\$4.385 billion	\$5.5 billion	\$5.3 billion	\$4.38 billion (includes one-time repayment of loans)

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MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake, LLC

DATE: February 9, 2016

RE: President Obama's Fiscal Year 2017 Budget Request

Introduction

President Obama submitted his eighth and final annual federal agency budget request to Congress today, which officially begins the Fiscal Year 2017 Budget and Appropriations process. As previewed in his State of the Union address in January, the President's Request reflects the priorities of his legacy initiatives including climate change and energy sector transformation, technology investment, criminal justice reform, substance abuse treatment and prevention, college affordability, cancer research and repairing the country's aging infrastructure. Congress will now determine whether any of these initiatives survive and/or receive funding in 2017. To that point, the House and Senate Budget Committee chairs have already announced that they do not intend to receive testimony from the Administration on the Budget Request, highlighting its lack of relevance.

As we advised earlier this year, House Speaker Paul Ryan indicated his intention to adhere to the "regular order" of budget processing. This means that both the House and Senate would pass Budget Resolutions in early spring defining overall funding levels for the various federal agencies and that the Chambers would also then draft, debate, and pass 12 separate appropriations bills governing program level funding for all the agencies by the fiscal year deadline of September 30, 2016. Senate leaders have expressed their desire to follow this process as well, but it is a daunting task, particularly as all funding legislation must originate in the House before consideration by the Senate. The last time the House considered and passed all 12 agency funding bills was 2006. The task this year is further complicated by a compressed Congressional legislative schedule and the lack of unity within the Republican Conference in the House on budget targets.

The House calendar contains only 80 legislative days this Session due to the timing of the pre-election party conventions in July and the early adjournment target to accommodate election campaigning in the fall. To address the compressed timeline, Speaker Ryan has announced that the House Budget Committee will develop and consider its Budget Resolution the last week of February with the full House scheduled to vote on the Resolution the first week of March. Upon adoption of the Budget Resolution the Appropriations Committee will then begin developing and debating the 12 agency funding bills with the intent to complete Committee and Floor passage by July.

In addition to scheduling, Speaker Ryan faces challenges maintaining House Republican majority support for the implementation of the two-year budget deal reached in October that paved the way for the FY16 omnibus spending bill. As we advised at the time, the budget deal was passed with significant support from Democrats, with all but 79 House Republicans voting against the deal. The deal raised spending limits by \$85 billion above the Balanced Budget Act to avoid automatic sequestration. The first year of the deal was implemented through the passage of the FY16 Omnibus Appropriations bill in December. The second year of the deal would be implemented in this year's budget and appropriations bills, and that is causing expressions of dissatisfaction and opposition from several House members. In closed door meetings over the last two weeks as the House has prepared for today's budget submission, Speaker Ryan has been advised by Members of the more conservative Republican Study Committee and the Freedom Caucus that they will oppose any budget process that implements the budget deal unless it contains reductions in spending of at least \$30 billion below the level set by the deal. Given that the Speaker can only lose roughly 28 – 30 Republican votes to pass legislation without Democrat support, the latest developments show that the funding process remains volatile again this year with the spectre of stalled progress, Continuing Resolutions to provide level funding until after the elections or potential government shutdown in October still loom large.

With that background in mind, please find below an analysis of the Administration's Fiscal Year 2017 Request.

Additional Revenue Sources

Unless Congress acts again to delay or replace the provisions of the Balanced Budget Act, sequestration is scheduled to return in 2018. The President's budget proposes to eliminate mandatory sequestration, at a cost of more than \$200 billion over the next 10 years. Overall, however, the budget proposes to leverage health care savings and additional revenue sources into \$2.9 trillion in deficit reduction over that 10-year period. The budget's \$196 billion in increased spending for FY17 is offset by the \$308 billion in proposed additional revenue in FY17.

Nearly \$1 trillion of the \$2.9 trillion total reduction comes from what is described as "curbing inefficient tax breaks for the wealthy and closing loopholes for high-income households." Capital gains tax reforms are projected to recoup another \$235 billion over 10 years, while business tax reforms would yield \$299 billion over that period. One-year health care cost reductions of \$378 billion are projected, including changes to Medicare Parts B and D and accelerating the availability of generic drugs. One benefit of the proposed savings is extending the life of the Medicare Hospital Insurance Trust Fund by 15 years.

The budget reiterates the White House's support for comprehensive immigration reform, which it asserts would lead to deficit reduction of \$170 billion over 10 years and nearly \$1 trillion over 20 years. In FY17 and FY18, there would be a net cost to the government, but additional revenue is projected for the "out" years of FY19-FY26. No explanation is offered as to how comprehensive immigration reform would be introduced or moved through Congress.

One provision in the budget that has received significant coverage is the proposed \$10.25/barrel fee on oil, phased in over 5 years, for \$319 billion over 10 years. This amount is calculated to offset a proposed

\$312 billion infrastructure improvement program. The White House says that the tax will be assessed on oil companies, but not “at the wellhead.” The per-barrel fee would be the equivalent to a \$0.238/gallon increase in the gas tax. Specific destinations for this additional revenue have not been finalized, and many of the details are left to negotiations with Congress, where the proposal was met with a chilly reception earlier this week. Early suggestions propose revenue allocations to vague targets: \$20 billion to reduce traffic and improve commuting; \$10 billion for state and local transportation and climate programs; and \$2 billion for research on clean vehicle and aircraft technologies.

Even more than the funding level changes discussed below, the tax reform provisions in the budget, and particularly the proposed tax increases, will face a difficult future in Congress.

Cabinet Agencies

Department of Energy

FY16 Enacted Level: \$29.4 Billion

FY17 Requested Level: \$30.2 Billion in discretionary funding

The Department of Energy (DOE) requests \$30.2 billion in discretionary funding and \$2.3 billion in new mandatory funding to support nuclear security, environmental clean up, clean energy development, science and innovation at the nation’s federal laboratories. The discretionary request reflects a slight increase in the enacted level of \$29.4 billion. The budget request reflects the commitment made by the United States at the Paris Climate Action talks to double the government wide investment in clean energy innovation in five years by requesting \$5.9 billion for clean energy research and development.

- Clean Energy – Requests \$11 billion in discretionary funding and \$1.6 billion in mandatory spending to support science and clean energy innovation programs. This includes a \$2.9 billion request for the Office of Energy Efficiency and Renewable Energy (EERE) which is an almost \$900 million increase over the 2016 level. EERE supports research, development and deployment of technologies for sustainable transportation of renewable power and end use energy efficiency.
- Sustainable Transportation – Requests a total of \$852 million up from \$668 million in 2016, for programs in sustainable transportation as follows:
 - Vehicle Technologies – Requests an increase of \$158 million over 2016 to \$468 million
 - Bioenergy Technologies – Requests an increase of \$22 million over 2016 to \$279 million
 - Hydrogen & Fuel Cell Technologies – Requests a \$4 million increase over 2016 to \$105 million
- Renewable Power
 - Solar: Requests \$285 million
 - Wind: Requests \$156 million
 - Water: Requests \$80 million

- Geothermal: Requests \$100 million
Which reflects over a tripling of funding since 2015.
- Innovation Centers: Requests \$110 million in new funding to support regionally focused initiatives.
- 21st Century Clean Transportation Plan – The President announced a new initiative on clean transportation that would be funded by a tax on oil. If enacted, DOE plans to devote \$1.3 billion to scale up existing clean energy research and development, develop a Smart Mobility Center to focus on vehicle automation and connectivity, launch a Clean Fleets Competition, and fund 10,000 grid connected solar powered fast charging stations by 2025.
- Advanced Technology Vehicles Manufacturing Loan Program: Requests \$5 million to support the direct loan activities of the program.

Department of Transportation

FY16 Enacted Level: \$18.7 billion (discretionary spending) \$56.4 (Trust Fund) \$75.1 billion total
FY17 Requested Level: \$40.9 billion (discretionary spending) \$57.2 (Trust Fund) \$98.1 billion total

The President's FY17 budget request for the Department of Transportation requests a total of \$98.1 billion in transportation spending that is a combination of trust fund dollars and discretionary dollars. This represents a \$23 billion or a 30 percent increase over FY16 enacted levels. The majority of this increase is requested for a 21st Century Clean Transportation plan that will provide \$20 billion per year in new investments to reduce greenhouse gas emissions and provide new ways for families to get to work, to school, and to the store. The budget request would expand transit systems in cities, fast-growing suburbs, and rural areas; make high-speed rail a viable alternative to flying in major regional corridors; modernize our freight system; and expand TIGER to support high-impact, innovative local projects. As we have reported in prior years, the request continues the Administration's desire to reclassify some of these programs to Highway Trust Fund (mandatory) spending but the House and Senate Appropriations Committees do not support these requests.

The funding increases of \$495 billion over 10 years in the budget request are financed by a \$10.25/barrel tax on oil and the potential for additional revenue from tax reform. As described in the introduction, the details are coming on this tax but most of it will be dedicated to transportation programs.

21st Century Clean Transportation Plan

The President's FY17 budget requests an average of \$17.9 billion for a series of new, innovative programs that improve the balance of funding and decision making and will accelerate the move towards smarter, cleaner, and more integrated communities. These include:

- **A 21st Century Regions grant program** to implement regional-scale transportation and land use strategies: This grant program would achieve a fundamental shift in the planning and delivery of

transportation dollars, by rewarding Metropolitan Planning Organizations or Regional Planning Organizations that can achieve meaningful environmental benefits through smarter and more comprehensive regional approaches that reflect and connect the Nation's changing demographics and transportation challenges.

- **Climate smart performance formula funds** that would reward states that use federal infrastructure funds to reduce greenhouse gas emissions
- **A Clean Communities grant program** to create more livable cities and towns with expanded transportation choices. Grants would support projects such as Transit Oriented Development; reconnecting downtowns divided by freeways; bicycle and pedestrian networks, and brownfields cleanup.
- **A Resilient Transportation grant program** to spur local innovation for resilient transportation infrastructure. Based on the National Disaster Resilience Competition (NDRC), the program would encourage local and State governments to propose specific projects that address the impacts of climate change on transportation systems and surrounding communities.

TIGER Grant Program

The President's FY17 budget requests \$1.25 billion for the TIGER grant program. That represents an increase of \$750 million over the FY16 enacted level of \$500 million.

FHWA

The President's FY17 budget requests the FAST Act authorized level of \$44 billion for the FHWA (and for all the accounts and programs) and adds the 21st Century Clean Transportation Plan Investments for a total of \$51.5 billion. Some program levels include:

- **21st Century Clean Transportation Plan Investments:** \$7.5 Billion (\$5.5 billion for 21st Century Regions program and \$2 billion for the Future Freight System Program)
- **Nationally Significant Freight and Highway Projects Program:** Requests FAST Act authorized level
- **Future Freight System Program:** \$2 billion, The goal of the funds for this new program is to make the U.S. a leader in freight efficiency and services, while decreasing pollution by providing for a multimodal discretionary freight program that strengthens America's exports and trade by funding innovative rail, highway, port, and intermodal projects.
- **National Highway Freight Program:** Requests the FAST Act authorized level
- **National Highway Performance Program:** Requests the FAST Act authorized level
- **Surface Transportation Block Grant Program:** Requests the FAST Act authorized level

- **CMAQ:** Requests the FAST Act authorized level
- **MPO Planning Program:** Requests the FAST Act authorized level
- **Federal Lands and Tribal Programs:** Requests the FAST Act authorized level

FRA

The President's FY17 budget requests \$6.2 billion for FRA programs. That represents an increase of \$4.6 billion over the levels authorized in the FAST Act. The majority of that increase is reserved for the new 21st Century Clean Transportation Plan Investments-Rail Service Improvement Program (\$3.7 billion) and the Current Passenger Rail Services (\$2.3 billion). Some program levels include:

- **21st Century Clean Transportation Investments-Rail Service Improvement Program:** \$3.7 billion
- **Positive Train Control:** \$199 million for PTC
- **Crude-By Rail:** \$2 million to research to reduce the risks of transporting crude oil and other energy products by rail
- **Rail State of Good Repair:** \$400 million for federal-state state of good repair grants. This is an increase of \$260 million over the FAST Act authorized level.

FTA

The President's FY17 budget requests \$19.8 billion for FTA programs. That represents an increase of \$8.1 billion or 69 percent from the levels authorized in the FAST Act. The majority of that increase is reserved for Capital Investment Grants (New Starts/Small Starts) in the amount of \$3.5 billion (an increase of 66 percent over the authorized level) and \$5.86 billion in formula funds for the new 21st Century Clean Transportation Plan Investments program. Some program levels include:

- **Transit Formula Grants:** \$9.1 billion, an increase of \$199 million over FAST Act level. This increase is due to an agreement with the Appropriations Committees to use that money for Positive Train Control (PTC).
- **21st Century Clean Transportation Plan Investments-Transit Formula Grants:** \$5.86 billion
- **Capital Investment Grants (New Starts/Small Starts):** \$3.5 billion, which is an increase \$1.2 billion over the FAST Act authorized level

- **State of Good Repair:** \$2.5 million, which is the FAST Act authorized level
- **21st Century Clean Transportation Plan Investments -Rapid Growth Area Transit Program (BRT):** \$525 million
- **Bus and Bus Facilities Grants:** \$720 million, for formula funding (61%) and discretionary funding (39%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. Funding also supports low and zero emission bus and bus facilities.
- **Transit Oriented Development (TOD):** \$10 million, this pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.
- **National Transit Institute:** \$5 million, to fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.
- **Transit Research:** The President's budget does not request an appropriation for transit research. While the program is authorized to receive \$20 million under the FAST Act, it is also authorized to receive \$28 million from the HTF.
- **Technical Assistance and Workforce Development:** The President's budget would provide \$9 million; the FAST Act authorized \$4 million.
- **New Starts Full Funding Grant Agreements (FFGA):** The President's budget requests funds the current FFGA list. The Eagle Commuter Rail project is requested at \$175 million.

NHTSA

The President's FY17 budget requests the FAST Act authorized level of \$866.8 million for NHTSA programs in general and requests an additional \$250 million for vehicle safety research and \$200 million for autonomous vehicle development for a total of \$1.1 billion. Some program levels include:

- **Autonomous Vehicle Development:** \$200 million and \$3.9 billion over 10 years in pilot deployments of safe and climate-smart autonomous vehicles to create better, faster, cleaner urban and corridor transportation networks. The goal of the funding would be to accelerate the development and adoption of autonomous vehicles, this program would fund large-scale deployment pilots to test connected vehicle systems in designated corridors throughout the country; and work with industry to ensure a common multi-state interoperability framework for connected and autonomous vehicles.
- **Fuel Economy and Advanced Vehicle Technology:** \$60 million to conduct research on advanced and emerging technologies and alternate fuel vehicles, and to support future rulemaking

under the Corporate Average Fuel Economy (CAFE) program, including post-2018 Medium- and Heavy Duty Vehicle fuel efficiency standards, as well as CAFE rulemaking for model years 2022 and beyond.

- **Corporate Average Fuel Economy (CAFE):** \$8.8 million is requested to support future rulemaking programs including rulemaking activity for the post-2018 Medium- and Heavy-Duty Vehicle Fuel Efficiency program and comprehensive rulemaking for the CAFE program for model year 2022 and beyond.
- **Alternative Fuels, Electronics, and Emerging Technologies:** \$55.6 million is requested to conduct research and testing in support of the safe deployment and operation of autonomous vehicles, providing a common understanding of the performance characteristics necessary for fully autonomous vehicles to realize their safety potential.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Final Countywide Goods Movement Plan

RECOMMENDATION: Approve the Final Countywide Goods Movement Plan and Companion Resolution Concerning Environmental and Health Impacts from Goods Movement System

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This plan has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. The Draft Countywide Goods Movement Plan was approved by the Commission on December 3, 2015, comments were received and incorporated from a range of stakeholders during December and January, and a Final Plan was approved by the Policy, Planning, and Legislation Committee on February 8, 2016.

At the Policy, Planning, and Legislation Committee speakers from the Ditching Dirty Diesel Collaborative presented a Health Impact Assessment of the Countywide Goods Movement Plan. The HIA presents an analysis of existing health conditions in communities near freight infrastructure, considers potential impacts on health of select strategies in the Plan, and includes recommendations to be included in the Plan. The PPLC directed staff to draft a companion resolution capturing the policy-intent of the HIA's recommendations to be adopted in conjunction with the Plan.

Staff recommends approval of the Final Countywide Goods Movement Plan and the companion resolution concerning environmental and health impacts from the goods movement system.

Background

Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much the Bay Area's manufacturing, transportation, logistics, and warehousing employment and much of the Northern California

Megaregion's vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This work has culminated in a Final Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been conducted via in person meetings and surveys in three phases and groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via five roundtables which have convened all stakeholder groups at key plan milestones. The last roundtable was held at Alameda CTC's offices on January 22 and featured panel discussions and remarks from local, state, and federal officials and elected leaders on how to advocate for the goods movement plan's priorities.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan's vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The final plan builds on all of these previous milestones, which are incorporated as appendices.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into "opportunity categories." Opportunity categories serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity categories: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

The Final Plan includes modifications made in response to comments on the Draft Plan from a variety of stakeholders. Stakeholders including public health/environmental groups, industry, and local jurisdictions all reviewed the Draft Plan and provided comments. Attachment B summarizes the comments received and provides written responses.

At the Policy, Planning, and Legislation Committee speakers from the Ditching Dirty Diesel Collaborative presented a Health Impact Assessment of the Countywide Goods Movement Plan. The Goods Movement Project team has engaged with the Ditching Dirty Diesel Collaborative member agencies extensively during the course of the Goods Movement Plan development, and responded to comment on the Draft Plan from DDDC in writing. The HIA presents an analysis of existing health conditions in communities near freight infrastructure,

considers potential impacts on health of select strategies in the Plan, and includes recommendations to be included in the Plan. The PPLC directed staff to draft a companion resolution capturing the policy-intent of the HIA's recommendations to be adopted in conjunction with the Plan. The companion resolution is included as Attachment C.

The Final Plan and the motion to draft a companion resolution expressing policy-intent related to health impacts from goods movement were unanimously approved by the PPLC. Staff recommends approval of the Final Countywide Goods Movement Plan and the companion resolution.

Following Plan adoption, staff will use the document to advocate for external funding for goods movement projects and programs in Alameda County (e.g. federal FAST Act, state cap-and-trade funds, and potential state Trade Corridor Improvement Fund money); to guide formation of partnerships to realize policy and operational changes; to provide input into regional and state plans (e.g. Plan Bay Area 2040 and updates to the State Rail Plan); and to inform local funding priorities.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft Final Countywide Goods Movement Plan](#) *(hyperlinked to the website)*
- B. [Matrix of Comments on Draft Plan and Responses](#) *(hyperlinked to the website)*
- C. Resolution Concerning Environmental and Health Impacts from Goods Movement System

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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**Alameda County Transportation Commission
RESOLUTION NO. 16-004**

Commission Chair

Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair

Mayor Bill Harrison,
City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

**A RESOLUTION EXPRESSING THE COMMITMENT OF THE ALAMEDA COUNTY
TRANSPORTATION COMMISSION TO ADDRESS ENVIRONMENTAL AND COMMUNITY
IMPACTS RESULTING FROM FREIGHT TRANSPORTATION AND EQUITABLE BENEFITS
FROM THE GOODS MOVEMENT SYSTEM**

WHEREAS, it is important to consider environmental justice and community health, and take action to prevent disparate impacts on the health and well-being of our communities, and

WHEREAS, goods movement and goods movement-dependent industries are essential to the economy and to a high standard of living, accounting for one third of jobs in Alameda County, providing a critical source of job diversity, and ensuring that products reach businesses and consumers, and

WHEREAS, Alameda County possesses much of Northern California's critical freight infrastructure including the Port of Oakland, the Oakland International Airport, Interstate 80, 880, 580, 680, and 238, and two major Class I railroads and railyards, and

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") has developed a Countywide Goods Movement Plan which outlines a long-range strategy for how to transport freight efficiently, reliably, and sustainably within, to, from, and through Alameda County by roads, rail, air, and water, and

WHEREAS, an adopted goal of the Countywide Goods Movement Plan is to "Reduce environmental and community impacts from goods movement operations to create healthy communities and a clean environment, and improve quality of life for those communities most impacted by goods movement" and

WHEREAS diesel particulate matter attributable to goods movement activities may be responsible for health risk in specific communities adjacent to goods movement infrastructure, and

WHEREAS the Bay Area has achieved significant reductions in cancer risk from toxic air contaminants overall but health risk persists in localized communities, and

WHEREAS, certain communities experience disproportionate impacts from the goods movement system due to proximity to freight infrastructure and activities, and

WHEREAS, the Bay Area Air Quality Management District (BAAQMD) has identified the presence of a Community Air Risk Evaluation (CARE) community which has a high combined level of cancer risk, mortality rate, and health cost from air pollution in Western Alameda County along the I-880 corridor and has identified parts of Eastern Alameda County with periodic exceedance of federal maximum allowable ozone levels, and

WHEREAS, some goods movement activities cause other impacts including noise, light, vibration, safety, and encroachment on adjacent communities, and

WHEREAS the Countywide Goods Movement Plan provides a framework to increase goods movement related economic activity while reducing impacts and ensuring that all communities share in the benefits from goods movement by combining strategies that increase capacity and efficiency with strategies that seek to reduce emissions and provide workforce development opportunities, and

WHEREAS, collaboration among numerous partners and policy-level commitment is needed to ensure that elements of the Countywide Goods Movement Plan that balance the Plan's different goals are realized,

NOW THEREFORE BE IT RESOLVED that Alameda CTC should meaningfully engage communities and residents affected by the county's freight transportation system in moving forward with the Countywide Goods Movement Plan, and

BE IT RESOLVED that Alameda CTC should work with regional agencies and public health organizations to seek funding for strategies in the Countywide Goods Movement Plan to reduce environmental and community affects from freight transportation, and

BE IT RESOLVED that Alameda CTC should work with the Alameda County Public Health Department, regional agencies, including the BAAQMD, to assess strategies, when as appropriate, that increase efficiency and capacity of the county's goods movement transportation system on the environment and health and to better understand the size and scope of needed impact reduction strategies,

BE IT RESOLVED that Alameda CTC should work with regional agencies to advocate for investments to reduce impacts to those communities most impacted by the county's freight transportation system, and

BE IT RESOLVED that projects and programs funded and implemented from the Countywide Goods Movement Plan will undergo appropriate reviews and adopt associated mitigation measures as required so they do not result in an increase in health inequities for residents of communities affected by freight transportation.

ADOPTED February 25, 2016 by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kapla
Chair, Alameda County Transportation Commission

Vanessa Lee
Clerk of the Commission



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: Approval of an amendment to the Alameda CTC Administrative Code in order to create the Goods Movement Planning Committee and Transit Planning Committee as "Standing Committees" of the Commission

RECOMMENDATION: Approve an amendment to the Alameda CTC Administrative Code in order to create the Goods Movement Planning Committee and Transit Planning Committee as "Standing Committees" of the Commission.

Summary

At the January 28, 2016 Commission meeting, the newly-elected Chair of the governing body of Alameda CTC made a request to establish two new Alameda CTC standing committees—the Goods Movement Planning Committee (GMPC) and the Transit Planning Committee (TPC). Per Section 4.1.14 of the Administrative Code, the Commission may create a standing committee of the Commission as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws. Approval of these two Committees would require amending the Alameda CTC Administrative Code, as provided in Attachment A to this memorandum.

These Committees would meet on an as-needed basis and serve in an advisory capacity to the governing body of the Commission to advise on issues, policies and programs that impact transit and freight movement and guide its planning efforts. The Committee will also help educate the public, key decision-makers and other stakeholders to better understand the complexities associated with transit and freight movement and more effectively guide public investment in the transportation infrastructure.

Fiscal Impact

The fiscal impact of this item will be dependent on the number of voting Committee members assigned to the new standing committee and the number of meetings per fiscal year. Each member will be compensated up to the maximum allowable rate of \$225 for each such meeting, plus travel costs at the per diem rate of \$25.

Attachment

- A. Draft Amended Alameda CTC Administrative Code

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Seung Cho](#), Contracting, Administration, and Fiscal Resource Manager

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE**
(as amended on [5/28/15](#))

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE
(as amended on ~~5/28/15~~)

ARTICLE 1
GENERAL PROVISIONS

1.1 Title. This Code is enacted by the Alameda County Transportation Commission (“Alameda CTC” or “ACTC”) pursuant to the provisions of California Public Utilities Code Section 180105 and the Joint Powers Agreement dated for reference purposes as of March 25, 2010 (as it may subsequently be amended from time to time) which created the Alameda CTC (“JPA”). This Code may be referred to as the “Alameda County Transportation Commission Administrative Code.” This Code prescribes the powers and duties of officers of Alameda CTC, the method of appointment of employees of Alameda CTC, and the methods, procedures, and systems of operation and management of Alameda CTC.

1.2 Reference Includes Amendments. Reference to this Code or any portion thereof includes later amendments thereto. This Code may be amended by motion, resolution or other proper action of the Commission.

1.3 Severability. If any term or provision of this Code is ever determined to be invalid or unenforceable for any reason, such term or provision shall be severed from this Code without affecting the validity or enforceability of the remainder of this Code.

1.4 Interpretation. Section headings in this Code are for convenience of reference only and shall not affect the meaning or interpretation of any provision of this Code. As used herein: (a) the singular shall include the plural (and vice versa) and the masculine or neuter gender shall include the feminine gender (and vice versa) where the context so requires; (b) locative adverbs such as “herein,” “hereto,” and “hereunder” shall refer to this Code in its entirety and not to any specific Section or paragraph; (c) the terms “include,” “including,” and similar terms shall be construed as though followed immediately by the phrase “but not limited to;” and (d) “shall,” “will” and “must” are mandatory and “may” is permissive.

ARTICLE 2
CODE OF ETHICS

2.1 Ethics Statement. The foundation of any democratic institution or governmental agency relies upon the trust and confidence its citizens place in its elected officials, appointed managers or administrators, and staff. Honesty, integrity and professionalism must serve as the guiding principles for Alameda CTC in carrying out its deliberations and Alameda CTC’s business. The ethical operation of local government requires that decision-makers be impartial and accountable. Alameda CTC expects its representatives, including but not limited to Commission Members, employees, contractors, and advisory committee members to act in a manner that retains and inspires the trust and confidence of the people they serve.

2.2 Expectations. It is the general policy of Alameda CTC to promote the highest standards of personal and professional ethics by individuals charged with carrying out Alameda CTC's business. Alameda CTC expects all participants to:

2.2.1 Conduct public deliberations and Alameda CTC business in an atmosphere of mutual respect, consideration, cooperation and civility.

2.2.2 Conduct public processes openly, unless legally required to be confidential.

2.2.3 Comply with both the letter and spirit of the laws and policies affecting the operations of government in general and Alameda CTC specifically, including but not limited to the Conflict of Interest Code.

2.2.4 Use public service for the public good, not for personal gain.

ARTICLE 3 DEFINITIONS

3.1 Existing Definitions Adopted. For the purposes of this Code, all words not defined herein shall have such meanings as (i) have been established in a controlling Expenditure Plan, or (ii) have been determined by the laws of the State and decisions of the courts of the State.

3.2 “1986 Transportation Expenditure Plan” means the Alameda County Transportation Expenditure Plan approved by the voters of Alameda County pursuant to the passage of the original Measure B on November 4, 1986, as it may subsequently be amended from time to time.

3.3 “2000 Measure B” means Measure B as adopted by the voters of Alameda County on November 7, 2000 pursuant to Section 180206 of the Act. The half-cent sales tax authorized by 2000 Measure B will extend through March 31, 2022.

3.4 “2000 Transportation Expenditure Plan” means Alameda County's 20-Year Transportation Expenditure Plan, dated July 2000 and funded by the retail transactions and use tax imposed pursuant to 2000 Measure B, as it may subsequently be amended from time to time.

3.5 “2014 Measure BB” means Measure BB as adopted by the voters of Alameda County on November 4, 2014 pursuant to Section 180206 of the Act. Measure BB augments the 2000 Measure B half-cent sales tax by an additional half cent, from April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by 2014 Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

3.6 “2014 Transportation Expenditure Plan” means Alameda County's 30-Year Transportation Expenditure Plan, dated January 2014 and funded by the retail transaction and use tax imposed pursuant to 2014 Measure BB, as it may subsequently be amended from time to time.

3.7 “**Act**” means Division 9 of the California Public Utilities Code, Sections 180000 et seq., also known as the Local Transportation Authority and Improvement Act, as the Act may be amended from time to time.

3.8 “**ACCMA**” or “**CMA**” each mean the Alameda County Congestion Management Agency, the agency originally tasked with the duty of adopting and implementing the Congestion Management Program. ACCMA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.9 “**ACTA**” means the Alameda County Transportation Authority, the agency originally tasked with the duty of implementing the 1986 Transportation Expenditure Plan. ACTA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.10 “**ACTAC**” means the Alameda County Transportation Advisory Committee, the technical advisory committee to the Commission, as described herein.

3.11 “**ACTIA**” means the Alameda County Transportation Improvement Authority, the agency originally tasked with the duty of implementing the 2000 Transportation Expenditure Plan. ACTIA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.12 “**Advisory Committee**” means each advisory committee established by or for the Commission.

3.13 “**Alameda CTC**” and “**ACTC**” each mean the Alameda County Transportation Commission.

3.14 “**Alternate**” means each of those persons appointed, pursuant to the JPA, to serve and vote as an alternate member of the Commission or of a Standing Committee in the absence of a specific Commission Member.

3.15 “**Annual Budget**” means the budget for Alameda CTC, including budgets related to (i) the 1986 Transportation Expenditure Plan, (ii) the 2000 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iii) the 2014 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iv) the Congestion Management Program, (v) the VRF Expenditure Plan, and (vi) other matters.

3.16 “**Authorized Vote**” means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA.

3.17 “**Bicycle and Pedestrian Advisory Committee**” or “**BPAC**” each mean the Advisory Committee which shall advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs.

3.18 “**Board of Supervisors**” means the Board of Supervisors of the County.

3.19 “**Bonds**” means indebtedness and securities of any kind or class, including but not limited to bonds, refunding bonds, or revenue anticipation notes.

3.20 “**Brown Act**” means the Ralph M. Brown Act, Government Code Sections 54950 *et seq.*, as it may be amended from time to time.

3.21 “**Chair**” means the Chair of the Commission, as elected by the Commission.

3.22 “**Citizens Watchdog Committee**” or “**CWC**” each mean the Advisory Committee for 2000 Measure B required by the 2000 Transportation Expenditure Plan. Pursuant to 2014 Measure BB, the CWC has been renamed the Independent Watchdog Committee effective July 1, 2015.

3.23 “**City**” means any incorporated city or town within the County.

3.24 “**Clerk**” means the Staff member designated by the Executive Director to serve as the Clerk of the Commission.

3.25 “**Code**” means this Administrative Code of the Alameda County Transportation Commission.

3.26 “**Commission**” means the governing body of Alameda CTC, which constitutes the legislative body of Alameda CTC as defined under Section 54952 of the Brown Act. The Commission is referenced as the “Board” in the JPA and certain other documentation to ensure consistency with the historical practice of ACTA, ACTIA, and ACCMA.

3.27 “**Commission Engineer**” means a Staff member holding and maintaining a California Professional Civil Engineer license who is designated by the Executive Director as the Commission Engineer.

3.28 “**Commission Member**” and “**Commissioner**” each mean each of those persons appointed to serve as a member of the Commission pursuant to the JPA.

3.29 “**Conflict of Interest Code**” means the Conflict of Interest Code of the Alameda CTC, as adopted and regularly updated by the Commission pursuant to the provisions of Government Code Section 87300 *et seq.*

3.30 “**Congestion Management Agency**” means the Alameda CTC serving in its role as the County’s Congestion Management Program agency, as designated pursuant to Government Code Section 65089 and the JPA.

3.31 “**Congestion Management Program**” means the program developed and administered by Alameda CTC, as the Congestion Management Agency and successor to the ACCMA, in accordance with the provisions of Government Code Section 65089.

3.32 “**County**” means the County of Alameda.

3.33 “**Elected Official**” means (i) any duly elected and serving official of the legislative body, as defined in Government Code Sections 34000 and 34002, of any City, (ii) any duly elected and serving member of the Board of Supervisors, and (iii) any duly elected and serving official of the legislative body of any Member Transit Agency.

3.34 “**Executive Director**” means the chief executive officer selected by the Commission to conduct the overall and day-to-day management of the activities of Alameda CTC.

3.35 “**Expenditure Plan Project**” means a project and/or a program described in one or more of the Expenditure Plans.

3.36 “**Expenditure Plans**” mean the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan and the VRF Expenditure Plan, collectively.

3.37 “**Finance and Administration Committee**” or “**FAC**” each mean such Standing Committee as described herein.

3.38 “**Fiscal Year**” means July 1 to and including the following June 30.

3.39 “**General Counsel**” or “**Legal Counsel**” means the attorney(s) or law firm(s) acting as general counsel to Alameda CTC.

3.40 “**Geographic Area**” means the four subareas in the County, consisting of North County (the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont), Central County (the cities of Hayward and San Leandro and the unincorporated areas of Ashland, Castro Valley, San Lorenzo and others in the central section of the County), South County (the cities of Fremont, Newark and Union City), and East County (the cities of Dublin, Livermore, Pleasanton and the unincorporated areas of the Livermore Valley).

3.41 “**Goods Movement Planning Committee**” or “**GMPC**” each mean such Standing Committee as described herein.

3.413.42 “**Holiday**” means any day observed by Alameda CTC as a holiday, other than a Saturday or Sunday.

3.423.43 “**I-580 Express Lane Policy Committee**” or “**I-580 PC**” each mean such Standing subcommittee as described herein.

3.433.44 “**Independent Watchdog Committee**” or “**IWC**” each mean the Alameda CTC Advisory Committee created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizen groups. The IWC is a continuation of the Citizens Watchdog Committee originally created by the ACTIA Board as required by 2000 Measure B, as renamed effective on July 1, 2015. The IWC reports directly to the public and is charged with reviewing all 2000 Measure B expenditures and 2014 Measure BB expenditures and performance measures of Alameda CTC, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a

position to benefit personally in any way from the taxes levied pursuant to 2000 Measure B and 2014 Measure BB.

3.443.45 **“Investment Policy”** means any investment policy adopted by the Commission in conformance with applicable law.

3.453.46 **“JPA”** means the Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

3.463.47 **“Member Agency”** means each public agency which is a member of Alameda CTC pursuant to the JPA.

3.473.48 **“Member Transit Agency”** means each transit agency which is a Member Agency.

3.483.49 **“Metropolitan Transportation Commission”** means the regional transportation planning agency for the San Francisco Bay Area authorized and created by Government Code Sections 66500 *et seq.*

3.493.50 **“Net Revenues”** means respectively (i) gross revenues derived from imposition of a retail transactions and use tax, less Board of Equalization administrative and other charges, with respect to the 1986 Transportation Expenditure Plan, 2000 Transportation Expenditure Plan and 2014 Transportation Expenditure Plan, or (ii) gross revenues derived from imposition of the VRF, less Department of Motor Vehicles administrative and other charges, with respect to the VRF Expenditure Plan.

3.503.51 **“Official Acts”** means all substantive actions taken by the Commission, excluding matters which are procedural in nature.

3.513.52 **“Organizational Meeting”** means the annual regular meeting of the Commission in January at which the Commission elects its chair and vice chair and adopts the meeting schedule for the year.

3.523.53 **“Paratransit Advisory and Planning Committee”** or **“PAPCO”** each mean the Advisory Committee which shall advise Alameda CTC and staff on the development and implementation of paratransit programs.

3.533.54 **“Planning, Policy, and Legislation Committee”** and **“PPLC”** each mean such Standing Committee as described herein.

3.543.55 **“Programs and Projects Committee”** or **“PPC”** each mean such Standing Committee as described herein.

3.553.56 **“Procurement Policy”** means any policy or policies adopted by the Commission regarding procurement of goods, services and supplies, and hiring of consultants and contractors, as such policy or policies may be amended from time to time.

3.563.57 “Staff” means employees of Alameda CTC.

3.573.58 “Standing Committee” means each of the standing subcommittees of the Commission as described herein, consisting of the FAC, the GMPC, the PPLC, the PPC, the TPC, and the I-580 PC.

3.583.59 “State” means the State of California.

3.60 “Transit Planning Committee” or “TPC” each mean such Standing Committee as described herein.

3.593.61 “Vice Chair” means the Vice Chair of the Commission, as elected by the Commission.

3.603.62 “VRF” means any vehicle registration fee adopted by the voters of the County pursuant to Government Code Section 65089.20, as codified pursuant to Senate Bill 83 in 2009.

3.613.63 “VRF Expenditure Plan” means the expenditure plan adopted with respect to the VRF, and as it may subsequently be amended from time to time.

3.623.64 “Working Day” means any day other than a Saturday, Sunday or Holiday.

ARTICLE 4 POWERS, AUTHORITY AND DUTIES

4.1 Power, Authority and Duty of the Commission. The Commission shall have the power, authority, and duty to do all of those things necessary and required to accomplish the stated purpose and goals of Alameda CTC as set forth in the JPA. Except as otherwise provided herein, the Commission may delegate its power and authority to the Executive Director, who may further delegate such power and authority to Staff. Without limiting the generality of the foregoing, the Commission shall have the power and authority to do any of the following on behalf of Alameda CTC:

4.1.1 To administer and amend, as necessary, the Expenditure Plans, to provide for the design, financing and construction of the projects described therein, and to determine the use of Net Revenues in conformance with the parameters established in the Expenditure Plans, and in conformance with governing statutes.

4.1.2 To provide for the design, financing and construction of other projects as may be undertaken from time to time by Alameda CTC.

4.1.3 To prepare, adopt, implement and administer the Congestion Management Program as the designated congestion management agency for Alameda County.

4.1.4 To establish, update and amend the Annual Budget.

4.1.5 To enter into a contract with the Executive Director, which contract shall include the rate of compensation and other benefits of the Executive Director.

4.1.6 To establish and revise the salary and benefit structure for Alameda CTC employees from time to time.

4.1.7 To make and enter into contracts.

4.1.8 To appoint agents.

4.1.9 To acquire, hold, or dispose of real property and other property by any lawful means, including without limitation, gift, purchase, lease, lease purchase or sale, including use of the power of eminent domain to the extent the Alameda CTC is legally entitled to exercise such power. In compliance with applicable State law, resolutions of necessity related to the exercise of such power shall be heard by the Commission without prior review by any Standing Committee.

4.1.10 To incur debts, liabilities or obligations subject to applicable limitations, including without limitation the issuance of Bonds.

4.1.11 Subject to applicable reporting and other limitations as set forth in the Conflict of Interest Code, to receive gifts, contributions and donations of property, funds, services and other forms of financial assistance from persons, firms, corporations and any governmental entity.

4.1.12 To sue and be sued on behalf of Alameda CTC.

4.1.13 To apply for appropriate grants under any federal, state, regional or local programs for assistance in developing any of its projects, administering any of its programs, or carrying out any other duties of Alameda CTC pursuant to the JPA.

4.1.14 To create, modify and/or terminate the Standing Committees, Advisory Committees, and ad hoc committees as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws.

4.1.15 To review and amend the Administrative Code as necessary.

4.1.16 To establish such policies for the Commission and/or Alameda CTC as the Commission deems necessary or are required by applicable law, and thereafter to amend such policies as appropriate.

4.1.17 To exercise any other powers authorized in the JPA, the Act, the congestion management statutes (Government Code §§65088 *et seq.*), and/or any other applicable state or federal laws or regulations.

4.1.18 To administer Alameda CTC in furtherance of all the above.

4.2 Rules For Proceedings. Except as otherwise provided herein, the following rules shall apply to all meetings of the Commission, the Standing Committees and all Advisory Committees.

4.2.1 All proceedings shall be governed by Robert's Rules of Order, unless otherwise specifically provided in this Code.

4.2.2 All meetings shall be conducted in the manner prescribed by the Brown Act.

4.2.3 A majority of the members of the Commission constitutes a quorum for the transaction of business of the Commission, regardless of the percentage of Authorized Vote present at the time.

4.2.4 Except as otherwise provided herein or otherwise required by applicable law, all Official Acts require the affirmative vote of a majority of the weighted vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote.

4.2.5 Adoption of a resolution of necessity authorizing the exercise of the power of eminent domain requires approval by not less than 15 Commission Members (and/or Alternates eligible to vote), since a two-thirds vote of the 22 Commission Members is required by law. For projects on the State highway system, adoption of a resolution of necessity requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote), since a four-fifths vote of the 22 Commission Members is required by law. Further, in compliance with Caltrans' requirements, adoption of a resolution agreeing to hear resolutions of necessity for projects on the State highway system requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote). Weighted voting may not be used for the adoption of any resolutions discussed in this Section.

4.2.6 As required by the 2000 Transportation Expenditure Plan and the 2014 Transportation Expenditure Plan, two-thirds of the weighted vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve an amendment to the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan.

4.2.7 A two-thirds vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve a new Expenditure Plan.

4.2.8 A majority of the total Authorized Vote shall be required for each of the following actions by the Commission:

4.2.8.1 To adopt or amend the Congestion Management Program.

4.2.8.2 To adopt a resolution of conformance or non-conformance with the adopted Congestion Management Program.

4.2.8.3 To approve or reject a deficiency plan.

4.2.8.4 To adopt or amend the Countywide Transportation Plan.

4.2.8.5 To approve federal or state funding programs.

4.2.8.6 To adopt the Annual Budget and/or require contributions from any Member Agency.

4.2.9 The election of the Chair and Vice-Chair of the Commission will occur annually at the January Commission meeting, which will serve as the organizational meeting for the Commission, and such elections will be effective immediately. If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term shall be held at the next Commission meeting. In choosing the Chair and Vice Chair, Members shall give reasonable consideration to rotating these positions among the Geographic Areas and the transit representatives, among other factors.

4.2.10 At the organization meeting as described above, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year. The Commission and each Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

4.2.11 The acts of the Commission shall be expressed by motion, resolution, or ordinance.

4.2.12 A majority of the members of an Advisory Committee or Standing Committee constitutes a quorum for the transaction of business of such committee.

4.2.13 The acts of the Standing Committees and Advisory Committees shall be expressed by motion.

4.3 Compensation of Commission Members and Alternates. Commission Members or Alternates attending and participating in any meeting of the Commission, a Standing Committee, or any external committee where such Commission Member or Alternate serves as the appointed or designated representative of Alameda CTC pursuant to Section 5.10 of this Administrative Code, shall be compensated at the rate of \$225 for each such meeting, plus travel costs at the per diem rate of \$25.

4.4 Powers Reserved to Commission. The matters not delegated to the Executive Director but rather specifically reserved for the Commission include adoption of the Annual Budget, establishment of strategy and policies for Alameda CTC, and succession planning for the Executive Director.

4.5 Commission Directions to Staff through Executive Director. Neither the Commission nor any Commission Member or Alternate shall give orders or directions to any Staff member except by and through the Executive Director. This shall not prohibit the Commission, Commission Members or Alternates from contacting Staff members for purposes of response or inquiry, to obtain information, or as authorized by the Executive Director.

4.6 Power, Authority and Duty of the Executive Director. The Commission delegates to the Executive Director all matters necessary for the day-to-day management of Alameda CTC, except matters specifically reserved for the Commission herein. The Executive Director shall, on behalf of Alameda CTC, be responsible for instituting those methods, procedures and systems of operations and management which, in his/her discretion, shall best accomplish the mission and goals of Alameda CTC. Without limitation, the Executive Director shall have the power, authority, and duty to do each of the following:

4.6.1 To serve as the chief executive officer of Alameda CTC and to be responsible to the Commission for the proper administration of all Alameda CTC affairs.

4.6.2 To prepare and submit an annual budget, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.3 To prepare and submit an annual salary and benefits plan, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.4 To administer the personnel system of Alameda CTC, including hiring, controlling, supervising, promoting, transferring, suspending with or without pay or discharging any employee, including but not limited to determination of a staffing plan and determination of each employee's level of salary, subject to conformance with the Annual Budget and the salary and benefit plan established from time to time by the Commission.

4.6.5 To prepare periodic reports updating the Commission on financial and project status, as well as other activities of Alameda CTC and Staff.

4.6.6 To approve and execute contracts on behalf of Alameda CTC following such approvals as may be required hereunder, subject to compliance with the Procurement Policy and any other applicable direction or policy of the Commission, and in accord with the Annual Budget.

4.6.7 To see that all rules, regulations, ordinances, policies, procedures and resolutions of Alameda CTC are enforced.

4.6.8 To accept and consent to deeds or grants conveying any interest in or easement upon real estate to Alameda CTC pursuant to Government Code Section 27281 and to prepare and execute certificates of acceptances therefor from time to time as the Executive Director determines to be in furtherance of the purposes of the Commission. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Commission.

4.6.9 To designate, in writing, the Commission Engineer and such Commission Engineer's authorized delegees. Any such designations will remain in effect until modified or revoked by the Executive Director.

4.7 Power, Authority and Duty of the Commission Engineer. The Commission Engineer shall do the following:

4.7.1 Sign plans for conformance with project requirements and design exceptions.

4.7.2 Certify matters related to utilities and rights-of-way in connection with right-of-way programs approved by the Commission.

4.7.3 Approve construction contract change orders (CCOs) and other documents which require, or recommend, the signature of an Alameda CTC representative with a California Professional Civil Engineering license, all in accordance with the applicable construction program manual.

4.8 Power, Authority and Duty of the Chair and Vice Chair.

4.8.1 The Chair shall preside over all meetings of the Commission. In the absence of the Chair, the Vice Chair shall serve as and have the authority of the Chair. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

4.8.2 The Chair shall appoint all members, and select the chair and vice-chair, of each Standing Committee. In making such appointments, the Chair shall endeavor to include members from all four geographic areas on each Standing Committee.

4.8.3 The Chair and Vice Chair shall serve as voting ex-officio members of each Standing Committee.

4.8.4 In urgent situations where Commission action is impractical or impossible, the Chair may take and communicate positions on behalf of Alameda CTC regarding legislative matters. The Chair shall report to the Commission and the appropriate Standing Committee at the next meeting of each said body regarding any such actions taken by the Chair.

4.9 Power, Authority and Duty of the Standing Committees.

4.9.1 The following general provisions apply to each of the Standing Committees:

4.9.1.1 All members of the Standing Committees shall be Commission Members, and shall be appointed by the Chair after consultation with the Members and solicitation of information regarding each Member's interests. Appointments to the Standing Committees shall occur when a vacancy occurs, or as otherwise needed or desired. Upon the removal or resignation of a Commission Member, such Commission Member shall cease to be a member of any Standing Committee.

4.9.1.2 Each member of a Standing Committee shall carry one vote.

4.9.1.3 The Standing Committees may meet as committees of the whole with respect to the Commission.

4.9.1.4 Whether or not a Standing Committee meets as a committee of the whole, no recommendation by a Standing Committee shall be deemed an action of the Commission, except with respect to any actions that the Standing Committee may be specifically authorized to approve by the Commission.

4.9.1.5 Unless specifically stated otherwise, all actions of the Standing Committees are advisory and consist of recommendations to the Commission.

4.9.1.6 All Commission Members shall be notified of the time and date of Standing Committee meetings. However, Commission Members and Alternates who are not members of a given Standing Committee may attend such meetings as members of the public, including sitting with other members of public rather than with the Standing Committee members, neither voting nor participating in discussions except as a member of the public.

4.9.2 The matters within the jurisdiction of the Finance and Administration Committee (FAC) are as follows:

4.9.2.1 Alameda CTC operations and performance.

4.9.2.2 Human resources and personnel policies and procedures.

4.9.2.3 Administrative Code.

4.9.2.4 Salary and benefits.

4.9.2.5 Procurement policies and procedures.

4.9.2.6 Procurement of administrative contracts not delegated to the Executive Director.

4.9.2.7 Contract preference programs for entities such as local business enterprises, small local business enterprises and disabled business enterprises, including consideration of participation reports.

4.9.2.8 Bid protests and complaints related to administrative contract procurement.

4.9.2.9 Annual budget and financial reports.

4.9.2.10 Investment policy and reports.

4.9.2.11 Audit reports, financial reporting, internal controls and risk management.

4.9.2.12 Annual work program.

4.9.2.13 Other matters as assigned by the Commission or Chair.

4.9.3 The matters within the jurisdiction of the Planning, Policy and Legislation Committee (PPLC) are as follows:

- 4.9.3.1** Congestion Management Program (CMP).
- 4.9.3.2** Countywide Transportation Plan (CWTP).
- 4.9.3.3** Federal, state, regional and local transportation and land-use planning policies.
- 4.9.3.4** Transportation and land use planning studies and policies.
- 4.9.3.5** Amendments to the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan, and development of new Expenditure Plans.
- 4.9.3.6** Amendments to the VRF Expenditure Plan.
- 4.9.3.7** Transit oriented development, priority development areas projects and programs.
- 4.9.3.8** Annual legislative program.
- 4.9.3.9** State and Federal legislative matters.
- 4.9.3.10** General and targeted outreach programs (public information, media relations, and public participation).
- 4.9.3.11** Advisory Committees' bylaws, performance and effectiveness.
- 4.9.3.12** Procurement of planning contracts not delegated to the Executive Director.
- 4.9.3.13** Other matters as assigned by the Commission or Chair.

4.9.4 The matters within the jurisdiction of the Programs and Projects Committee (PPC) are as follows, subject to the provisions of Section 4.9.5 regarding the functions and authority of the I-580 PC :

- 4.9.4.1** Local, state, ACCMA Transportation Improvement Program (TIP), TFCA vehicle registration fee programs, and Expenditure Plan programs and projects.
- 4.9.4.2** Local, state and federally funded projects and funding programs.
- 4.9.4.3** Annual Strategic Plan for programs and projects.
- 4.9.4.4** Funding requests from project sponsors and other eligible recipients.

4.9.4.5 Paratransit services programs and projects.

4.9.4.6 Bicycle and pedestrian projects and programs.

4.9.4.7 Funding allocations to the various transportation programs and projects funded from the original Measure B, 2000 Measure B, 2014 Measure BB and the Vehicle Registration Fee.

4.9.4.8 Eminent domain proceedings, subject to the provisions of Section 4.1.9, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.4.9 Environmental evaluations.

4.9.4.10 Procurement of engineering and construction contracts not delegated to the Executive Director.

4.9.4.11 Good faith efforts policies and procedures.

4.9.4.12 Bid protests and complaints regarding engineering and construction contract procurement.

4.9.4.13 Other matters as assigned by the Commission or Chair.

4.9.5 The matters within the jurisdiction of the I-580 Express Lane Policy Committee (I-580 PC) are as follows:

4.9.5.1 Receive I-580 Express Lane Project updates from staff and others.

4.9.5.2 Consider staff recommendations regarding I-580 Express Lane projects, and forward such recommendations for Commission action.

4.9.5.3 Local, state and federal funding for I-580 Express Lane projects.

4.9.5.4 Annual Funding Plan for I-580 Express Lane Projects.

4.9.5.5 Funding allocations to the I-580 Express Lane Projects.

4.9.5.6 Eminent domain proceedings for I-580 Express Lane Projects, subject to provision of Section 4.1.9, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.5.7 Environmental evaluations for I-580 Express Lane projects.

4.9.5.8 Procurement of specific engineering and construction contracts for I-580 Express Lane projects not delegated to the Executive Director.

4.9.5.9 Good faith efforts policies and procedures for I-580 Express Lane projects.

4.9.5.10 Bid protests and complaints regarding engineering and construction contract procurement for I-580 Express Lane projects.

4.9.5.11 Other matters as assigned by Commission or Chair.

4.9.6 The matters within the jurisdiction of the Goods Movement Planning Committee (GMPC) are as follows:

4.9.6.1 Goods movement specific plans and studies, beyond those addressed in PPLC.

4.9.6.2 Goods movement partnership and collaboration.

4.9.6.3 Goods movement-specific policy development.

4.9.6.4 Updates on Goods Movement Plan implementation from staff and other agencies.

4.9.6.5 Local, state and federal funding pertaining solely to goods movement projects and programs.

4.9.6.6 Local, state and federal legislative issues pertaining solely to goods movement.

4.9.6.7 Other matters as assigned by the Commission or Chair.

4.9.7 The matters within the jurisdiction of the Transit Planning Committee (TPC) are as follows:

4.9.7.1 Transit specific plans and studies, beyond those addressed in PPLC.

4.9.7.2 Transit-specific policy coordination.

4.9.7.3 Transit collaboration efforts with other agencies.

4.9.7.4 Updates on transit plan implementation from staff and other agencies.

4.9.7.5 Local, state and federal funding pertaining solely to transit.

4.9.7.6 Local, state and federal legislative issues solely pertaining to transit.

4.9.5.124.9.7.7 Other matters as assigned by the Commission or Chair.

ARTICLE 5 ADVISORY AND EXTERNAL COMMITTEES

5.1 Advisory Committee Bylaws. The Commission shall be responsible for adopting and amending the bylaws for each Advisory Committee, as deemed necessary.

5.2 Alameda County Transportation Advisory Committee. The Alameda County Transportation Advisory Committee (ACTAC) shall be composed of staff representatives from the planning and public works departments (where applicable), from each of the following: Alameda CTC, each City, the County, each Member Transit Agency, the Livermore Amador Valley Transit Agency, the Port of Oakland, the Metropolitan Transportation Commission, the Association of Bay Area Governments, and Caltrans. ACTAC may form subcommittees as necessary. The Executive Director or his/her designee shall preside over the meetings of the ACTAC.

5.3 Bicycle and Pedestrian Advisory Committee. The BPAC, as originally created by ACTIA and continued by Alameda CTC, makes recommendations to improve walking and biking in Alameda County. BPAC members advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs, including a countywide grant program. The BPAC shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.4 Independent Watchdog Committee. The CWC defined in and required by the 2000 Transportation Expenditure Plan shall continue as the IWC effective as of July 1, 2015. The IWC shall have all duties and obligations of the CWC as described in the 2000 Transportation Expenditure Plan with respect thereto, shall have all duties and obligations of the IWC with respect to the 2014 Transportation Expenditure Plan keeping within the budget adopted by the Commission, and shall have the membership required by such Expenditure Plans.

5.5 Paratransit Advisory and Planning Committee. The PAPCO, as originally created by ACTIA and continued by Alameda CTC, makes decisions on transportation funding for seniors and people with disabilities to address planning and coordination issues regarding paratransit services in Alameda County. PAPCO members advise Alameda CTC on the development and implementation of paratransit programs, including a grant program. The PAPCO shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.6 Other Advisory Committees. The Commission shall establish and appoint such Advisory Committees as it deems necessary, and as may be required by the Expenditure Plans or applicable statutes.

5.7 Compensation of Advisory Committee Members and Alternates. Any person appointed as a member or alternate to, and participating as a voting representative at a meeting of, any Advisory Committee shall be compensated at the rate of \$50 for each such meeting.

Notwithstanding the foregoing, no compensation shall be payable hereunder to any representative of ACTAC.

5.8 Geographic Area Meetings. Meetings of representatives (including Commission Members, Alternates and ACTAC members) from a Geographic Area may be called on an as-needed basis by the Chair, the Executive Director, or by two or more Commission Members from a Geographic Area. Such meetings are intended to provide an opportunity to discuss matters of common interest and to advise the Commission on matters affecting the Geographic Area.

5.9 Staff Support. The Executive Director shall designate one or more Staff members to aid each Advisory Committee in its work.

5.10 Representation on External Committees and Agencies. The Chair or the Commission may designate either Commission Members, Alternates, or members of Staff, as may be deemed appropriate, to serve as the designated representative(s) of Alameda CTC on any outside committees or agencies. Such representative(s) shall make a good faith effort to represent the position of the Commission on any matter on which the Commission has taken an official position or has otherwise taken formal action. Such appointments shall include provisions for the designation of alternates and of term of the appointment where appropriate.

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Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 18, 2016

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley that are expected to open to traffic in early 2016 (weather dependent). The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double HOV/Express Lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane to a single HOV/Express Lane facility from Greenville Road to San Ramon Road/Foothill Road. To increase access opportunities, the I-580 HOV/Express Lanes facility is constructed as a continuous access type facility that allows carpoolers to continue to travel at no cost.

Toll system installation has been completed. System testing will continue through mid-February 2016.

Attachments A through E of this report provide detailed information on project funding, schedule and status of each corridor project, including the I-580 Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, Westbound HOV Lane Project (Segments 1 and 2), Eastbound Express Lane Project, Westbound Express Lane Project and the Toll System Integration.

Background

The I-580 Corridor projects will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission, Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently completing construction and are being administered by Caltrans. Construction activity began in March 2013 and will be completed in March 2016 (weather dependent), including the civil infrastructure required for express lane implementation.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects were combined into one express lane construction project. The civil infrastructure components of this combined project were constructed via construction contract change orders (CCO's) issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). Implementation by CCO rather than a future standalone project included: avoiding working in environmentally sensitive areas, minimizing traffic disruptions to the traveling public, reducing or eliminating re-work and delivering the completed project to the public sooner.

The toll system installation is now complete. Punch list items have been resolved with the civil construction contractor for power and communication sources required for system testing. Field coordination efforts helped mitigate schedule delays and maintain plans to open the express lanes in early 2016 (weather dependent).

Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public. Preliminary interface testing between the I-580 Toll System and regional customer service center began in December 2015 to facilitate the toll operation when the lanes are opened to traffic. Staff will provide additional update to Commissioners at the meeting.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 1368.004)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 1372.004/1372.005)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 1373.000)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 1373.001)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Stefan Garcia](#), Construction Program Manager

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 1368.004)
Monthly Progress Report
January 2016

PROJECT DESCRIPTION

The I-580 Eastbound HOV Lane Project completes the final eastbound construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane support infrastructure has experienced delays. The project team has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for this project include:

- Installation of future express Lane components to facilitate express lane completion. Project staff combined HOV and express lane construction work in a manner that keeps the single HOV lane open until the double lane HOV/express lane facility is completed.
- Paving work in the I-580 corridor was sourced to all three HOV contractors from the same local material producer due to volume and distance requirements for the required products. The corridor contractors coordinated a plan and completed paving in the 2015 season to mitigate the impact on the corridor delivery schedule.
- Lane closures for the express lane civil infrastructure and mainline paving operations, required management and coordination of multiple contractors.
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 sites necessary for the new express lane tolling system.
- Delays in the completion of the corridor fiber optics communication trunk.

- Contractor rework and design modifications to fit field conditions, including several “long distance” tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.

Completed Activities – Contract work was completed in December 2015.

Construction activities began in April 2013. Work completed to date includes:

- Median and outside widening and barrier reconfiguration
- Construction of auxiliary lanes from Isabel Ave. to First St.
- Las Positas Creek (EB and WB) bridge widenings
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- All sound walls and retaining walls on the freeway corridor
- Pavement widening necessary for conversion of the existing HOV lane to a double express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Maintain HOV lane operation with temporary delineation until Express Lane “Go Live!” date
- Final striping and sign modifications to open Express Lane facility just prior to the “Go Live!” date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
CMIA	RM2	TVTC	FED	SHOPP	Meas. B		
PA&ED					0.02		0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in late 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was completed in December 2015. Delays during the construction of the HOV and express lane infrastructure created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	December 2015 (A)

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ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 1372.004/1372.005)
Monthly Progress Report
January 2016

PROJECT DESCRIPTION

The I-580 Westbound (WB) HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the I-580 Eastbound (EB) HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane supporting infrastructure has experienced delays. The project team has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for the project include:

SEGMENT 1 (Eastern Segment) & SEGMENT 2 (Western Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff combined HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently.
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements. This work is complete.
- Paving work in the I-580 corridor was sourced to all three HOV contractors from the same local material producer due to volume and distance requirements for the required products. The corridor contractors coordinated a plan and completed paving in the 2015 season to mitigate the impact on the corridor delivery schedule
- Lane closures for the express lane civil infrastructure and mainline paving operations required management and coordination of multiple contractors.
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 sites necessary for the new express lane tolling system.
- Delays in the completion of the corridor fiber optics communication trunk.

- Contractor rework and design modifications to fit field conditions, including several “long distance” tolling sites on the corridor.
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Revision of pavement slab replacements to prioritize in areas most in need
- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – 97% of the contract work was completed as of 12/20/15.

- North Livermore Avenue bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Median and outside widening and barrier reconfiguration
- Soundwall construction at Vasco Road
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations
- Pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

SEGMENT 2 (Western Segment) – Contract work was completed in December 2015.

- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls
- Median and outside widening and barrier reconfiguration
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations and pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment) & SEGMENT 2 (Western Segment)

- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in early 2016, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction of the HOV and express lane infrastructure created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent). The Eastern Segment contractor will provide support for corridor opening activities in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	March 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in fall 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was completed in December 2015. Delays during the construction of the HOV and express lane infrastructure created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	December 2015 (A)

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ATTACHMENT C

I-580 Eastbound Express Lane Project

Progress Report

January 2016

PROJECT DESCRIPTION

The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double HOV/Express Lane facility, for a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is complete.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are complete, including infrastructure required for the installation of toll system (see Attachment A for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent.

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize lane opening delays.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lanes)	Early 2016 (T)
End System Integration and Open Express Lanes	Early 2016 (T)

ATTACHMENT D
I-580 Westbound Express Lane Project
Progress Report
January 2016

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), to a single HOV/Express Lane facility, from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is complete.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are complete, including infrastructure required for the installation of toll system (see Attachment B for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize the delays in lane opening.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lane)	Early 2016 (T)
End System Integration and Open Express Lane	Early 2016 (T)

ATTACHMENT E

I-580 Express Lanes System Integration

Progress Report

January 2016

PROJECT DESCRIPTION

The I-580 Express Lane civil contract constructed the necessary civil infrastructure to implement the express lanes on I-580. Civil items included signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project includes communication and tolling hardware design, software development, and factory testing of toll system equipment, hardware installation and toll system integration. Field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority (BATA) - Regional Customer Service Center and Caltrans, prior to implementing the new express lanes is also included under the System Integration contract. Implementation of express lane projects involves emerging technologies and is still a relatively new concept to Bay Area commuters. For this reason, Alameda CTC embarked on a robust education and outreach campaign in February 2015, to inform the public of the new facility and how to use the lanes. An update on public education and outreach is provided in Agenda Item 4.3.

Detailed Discussion

System integration improvements along the I-580 corridor include the most recent congestion management hardware, software and traffic detection technologies to efficiently manage current and forecasted traffic congestion to optimize existing corridor capacity. The system integrator will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software and services.

The project includes "near continuous" type access configuration to provide additional access opportunities through the express lane facility, while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Real-time traffic and travel conditions (traffic speed and volume data) will be gathered through traffic monitoring devices at various stations throughout the facility. Demand-based toll rates will be calculated utilizing a dynamic pricing model algorithm. Travelers will be informed of the calculated toll rates ahead of express lane entry locations on Dynamic Message Signs (DMSs). The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone (typically the next interchange) and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor).

To support this near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll evasion violation enforcement which involves a license plate image capture and review process. Closely spaced toll antennas and readers will be placed approximately at 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® (also known as switchable) transponders. A transponder will have to be read once within a toll zone by a toll reader; which will charge a flat fee for use of the lane within that zone. The Toll Enforcement Ordinance was adopted by the Commission in July 2015 that will enable Alameda CTC to enforce automated toll evasion violation through the use of license plate image capture and review process. The registered owners of vehicles without a valid FasTrak® account will be issued a toll evasion violation notice, following a procedure, similar to the current procedure employed throughout the San Francisco Bay Area on the toll bridges.

In addition, staff has been working closely with BATA to finalize the interface between the toll system, regional customer service center operations, and the distribution of the FasTrak® flex (aka switchable) transponders. The interface testing between the I-580 Toll System and regional customer service center is currently underway and is expected to be completed by the first week of February. Since express lanes involve new and emerging technologies and are a relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak® flex toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include Alameda, San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

Toll system installation is complete. Individual site preparations have completed in January. The interface testing with the regional customer service center is currently underway to validate successful reading and processing of toll trip transactions. Site acceptance testing is progressing from mid- January to mid-February 2016. Construction coordination meetings have been held between the toll systems and civil contractors for coordinating the completion of last few express lane related civil items, such as pavement marking, lane transition and signs/uncovering of signs, required for the express lane implementation. The lanes are anticipated to be opened in early 2016 (weather dependent). A summary of approved toll systems related change orders are included in Table A.

TABLE A. Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	\$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100

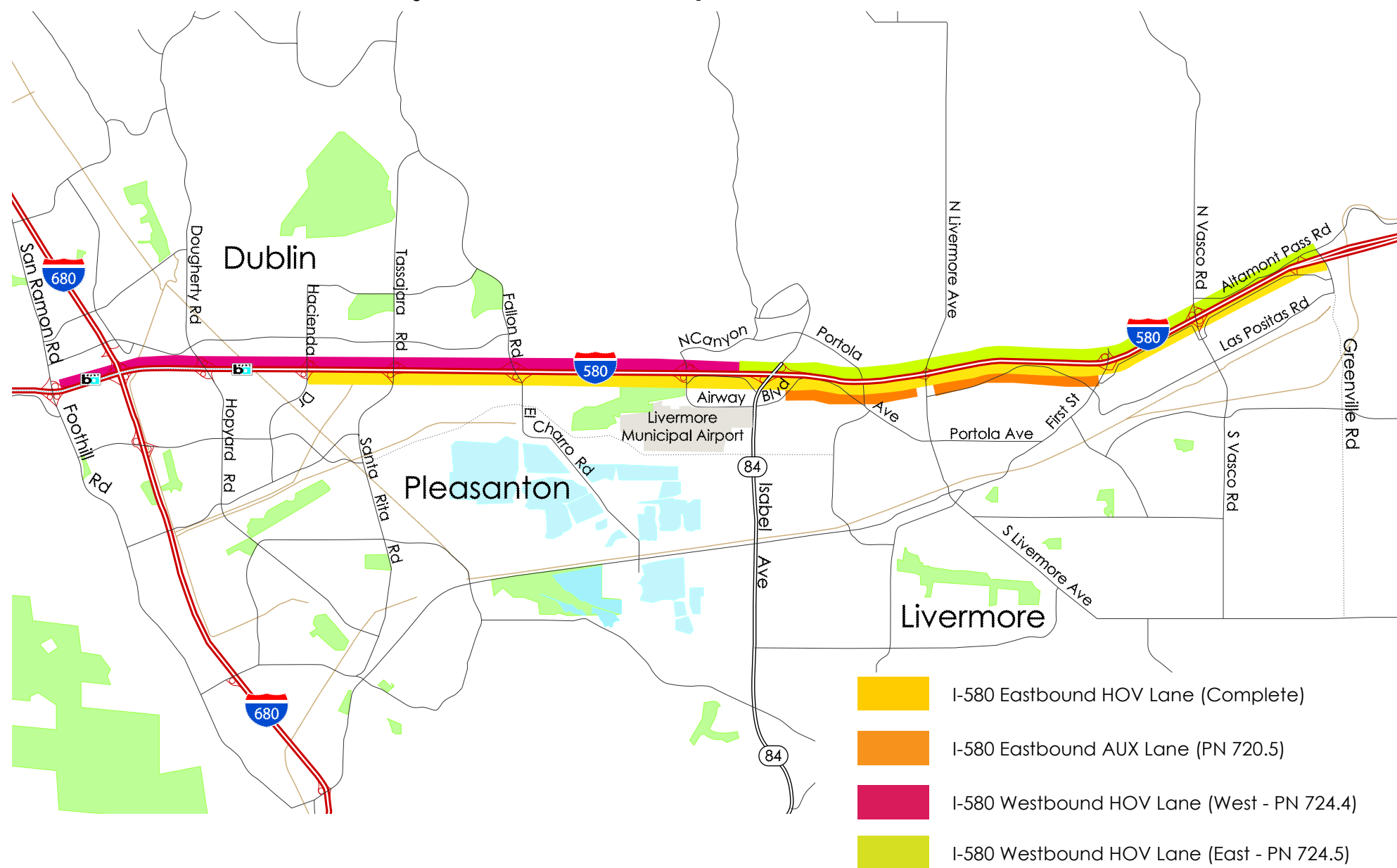
The broad education and outreach effort continues within the project area and throughout the I-580 travel shed. The outreach effort is focused on educating the public about how to use the lanes, their benefits, and that a toll tag (FasTrak/FasTrak flex) is required for all users. A widespread media program was launched on January 4, 2016, placing particular emphasis on commuter-oriented media including radio traffic sponsorships, online ads, local civic television, and outdoor transit posters as well as local print. Outreach continues to employers and major corridor destinations as well as via presentations to civic groups and the distribution of collateral materials and online information through partners, stakeholder and general public outreach at libraries, city halls, Tri-Valley BART stations. The public is obtaining FasTrak Flex toll tags at a good rate both online at www.bayareafastrak.org and at Costco, Safeway and Walgreens retail stores, and the Bay Area Toll Authority has registered more than 33,500 toll tags through December 2015.

Recent outreach meetings include two express lane training presentations at Dublin CHP, and informational presentations to the Tracy Sunrise Rotary, the Central Valley Association of Realtors, the Tri-Valley Spare the Air Resource Team and the Tri-Valley Rotary Club. A corridor tour for media and media briefing is being planned for early February and Ribbon Cutting event will be held once the lanes are open.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

I-580 Corridor HOV Lane Projects - Location map

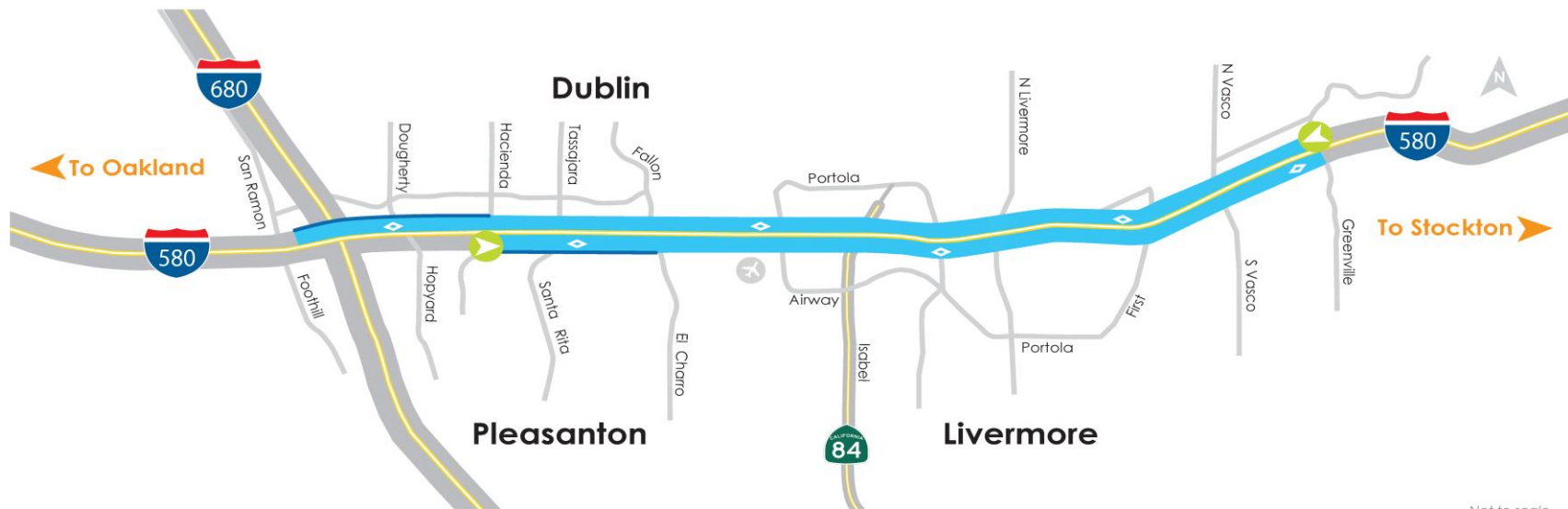


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I-580 Express Lanes Project Location Map

10.1G



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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